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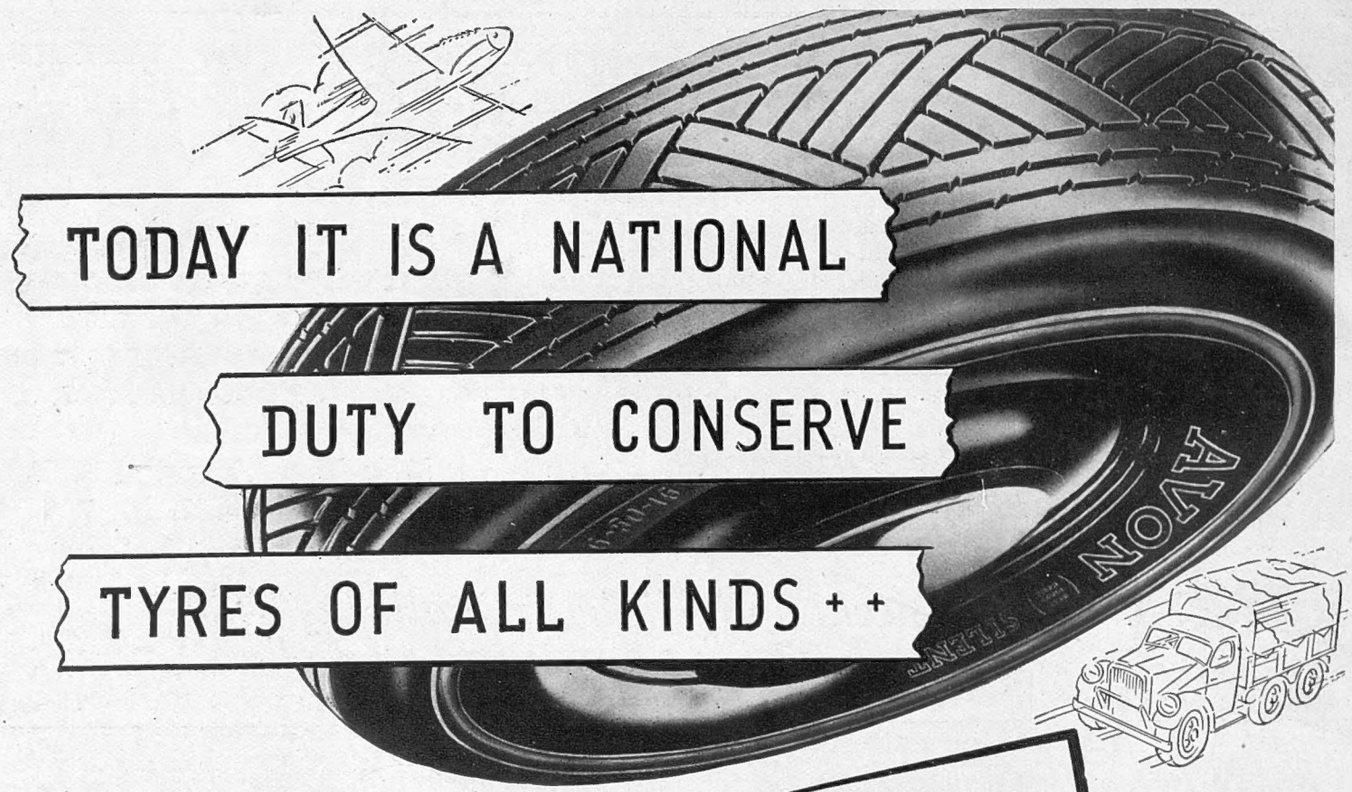

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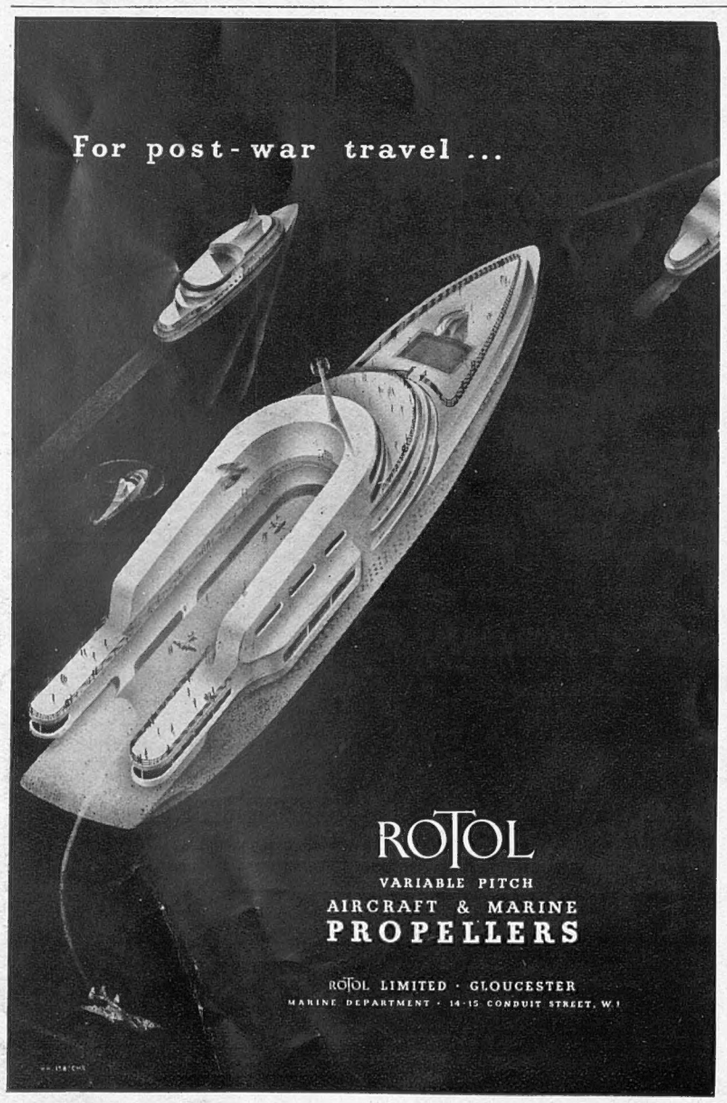

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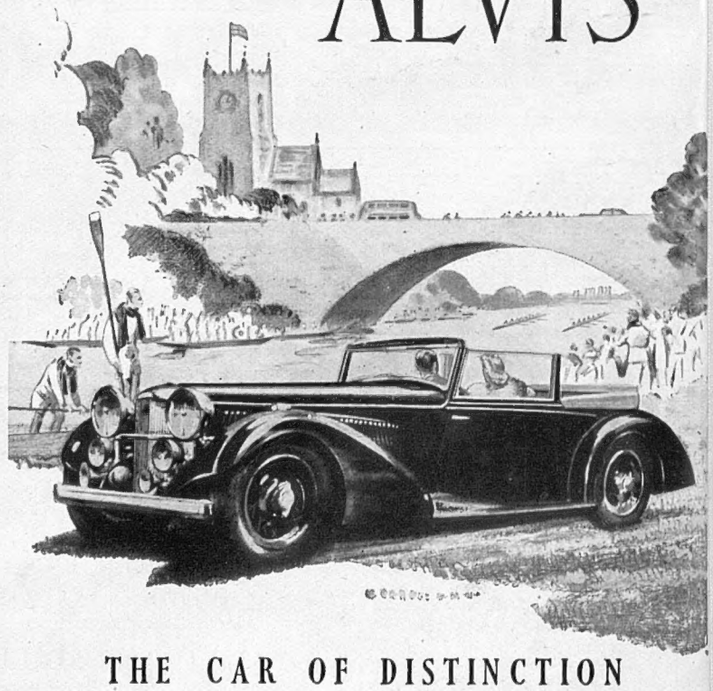

THE CAR OF DISTINCTION

Volume CLXXVIII No. 2332 The SPHERE, London, September 30, 1941

THE SPHERE
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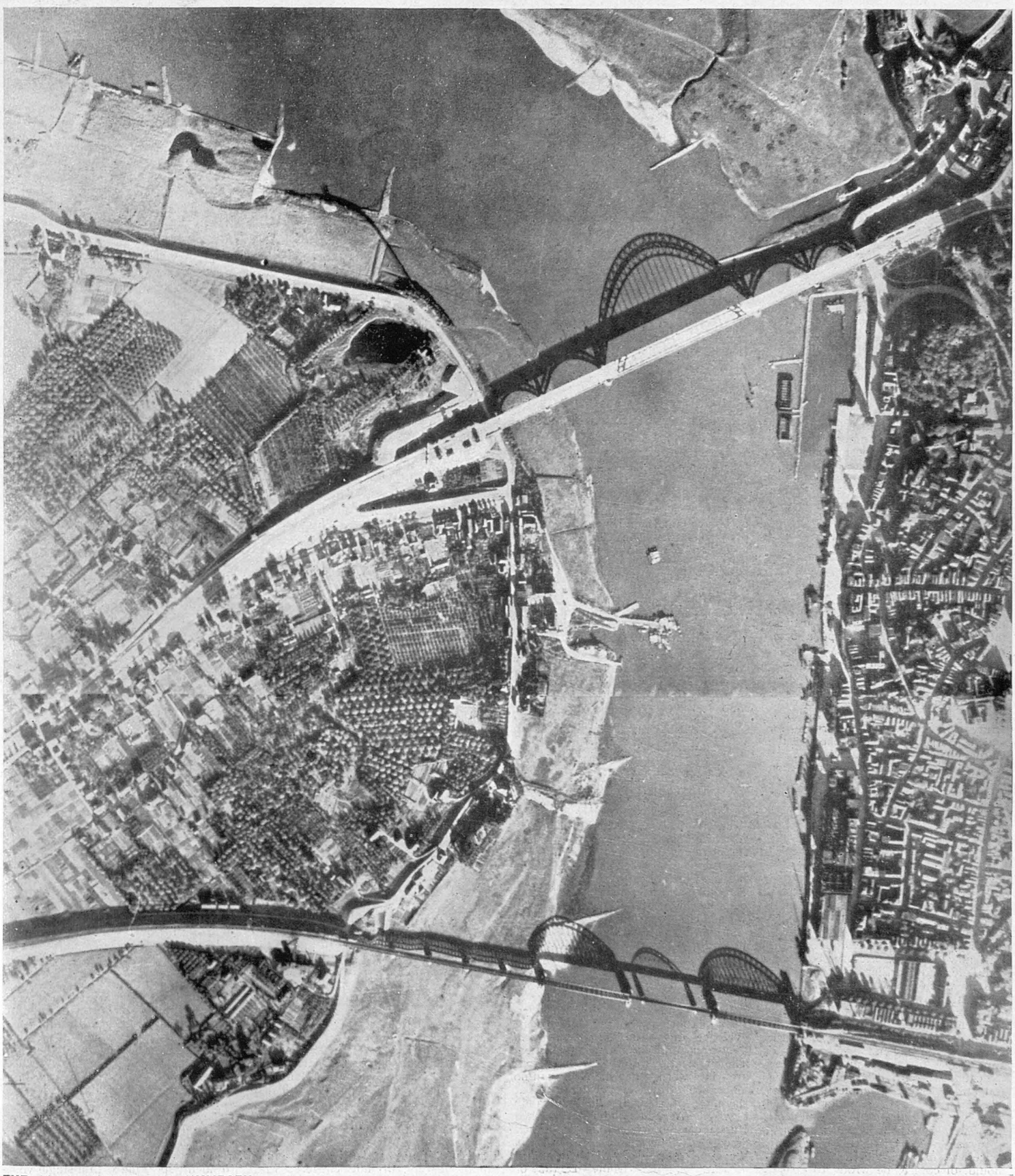

THE TWO BRIDGES AT NIJMEGEN, WHICH CROSS THE RIVER WAAL (AS THIS BRANCH OF THE RHINE IS CALLED IN HOLLAND) ON THE WAY TO ARNHEM. The road bridge is the upper and the railway bridge the lower—a picture taken by a reconnaissance aircraft of the R.A.F. a few days before the fighting by the British Second Army to link up with our airborne troops at Arnhem

Advancing from the newly-captured town of Eindhoven, British troops seized the vital crossing over the Waal, the southern branch of the River Rhine, at Nijmegen, on September 21, and then pushed on towards Arnhem in an attempt to link up with the airborne troops holding part of the latter town a few miles to the north. The enemy had been defending this keypoint at Nijmegen with great stubbornness, but British tanks moved down the road leading to the road bridge with great speed. A German-held fort on high ground overlooking the road had to be passed, and even then the tank crews did not know whether the bridge might not be blown up at any moment. At the northern end, however (and unknown to the tank commander), the bridge was held by American parachutists who had crossed the river lower down the previous afternoon. The bridge was found to be intact, and airborne sappers raced forward with the combat troops to clear the demolition charges which the Germans had already put in place

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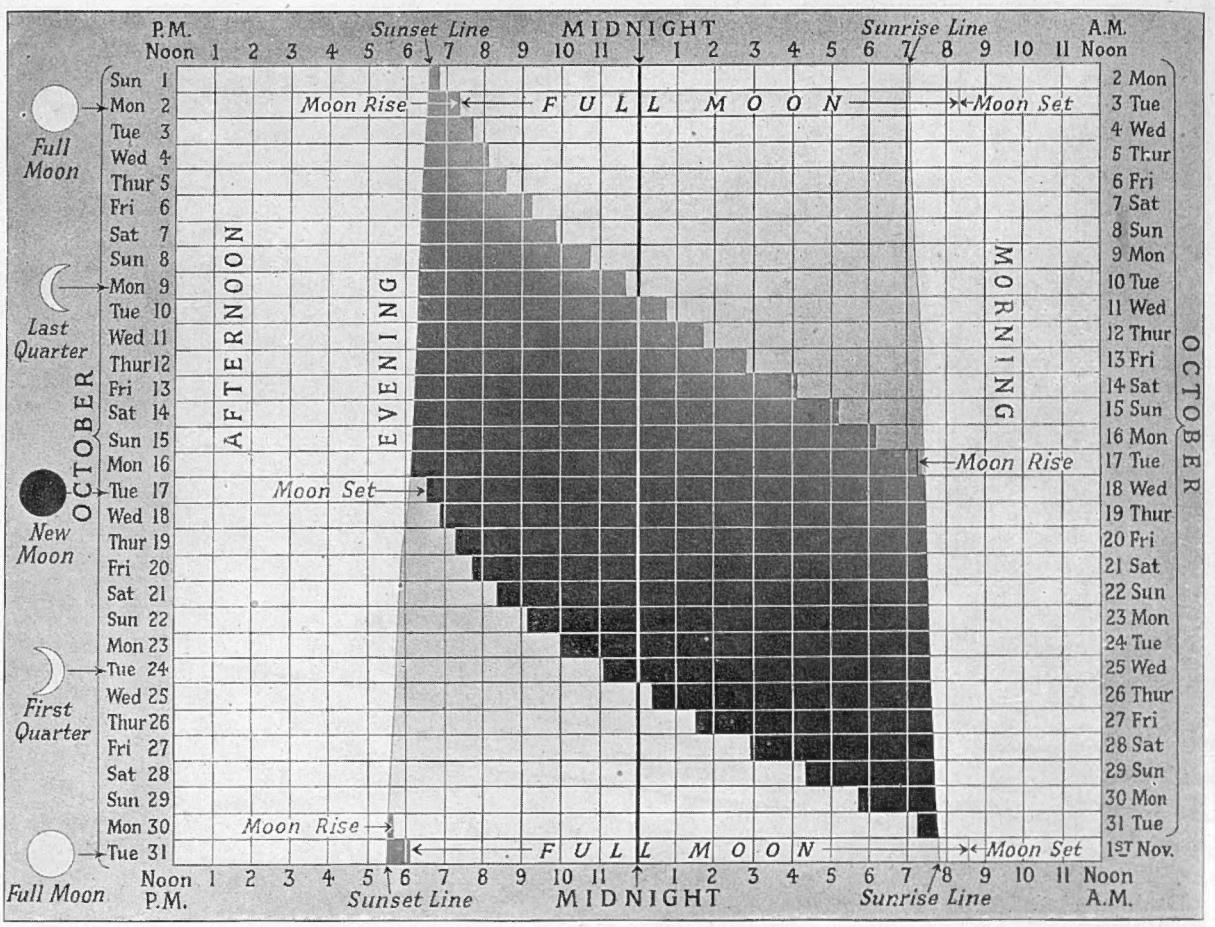
A WAR NEWSLETTER —No. 265

1, NEW OXFORD STREET, W.C.1.

Airborne Army.—When, so few weeks back, the formation of our Airborne Army was announced, I allowed myself a "wishful thought" based on the conditions then obtaining. The Channel coast at that time was in enemy hands, from Havre to Belgium and Holland backwards to Germany, and I am bound to say it looked like so remaining. It contained 300 or 400 flying-bomb and gun sites, more or less active volcanoes, and Southern England and London suffered much from their eruptions. I hinted how welcome to Southern England would be the first use of this new army for a descent behind the German Seine line on the Channel coast, to mop up these nuisances and secure the coast and some of the ports at the narrows. This job was done, or largely done, with astounding efficiency and speed in less than a month by the Allied land armies, and when next we heard of the Airborne Army, the line and the Nazis had been pushed back to the Scheldt, the Escaut Canal and the Siegfried Line (and beyond it), from the North Sea to Switzerland. What remained to do? To clear away some stubborn resistance in Southern Holland, to clear both banks of the waterway to the great port of Antwerp, so necessary to our armies of invasion into the Rhineland, to clean up the whole terrain south and west of the Rhine in Holland, including Flushing and the islands of that mouth, which are stepping-stones for the Nazis who might escape from the Zeebrugge-Bruges pocket. Some of these objects our Airborne Army, after the most spectacular and powerful descent in the history of this modern arm, is now engaged in attaining. We at home are watching with intense interest and pride and hope a complicated manœuvre involving close co-operation between land and airborne forces, which have thus enmeshed the last strenuous resistance of the Nazis on occupied territory in Europe. It already looks as if this Airborne Army will achieve the purpose for which it was formed—to shorten the European war by several vital weeks. As a footnote, I make the confession that this tremendous air invasion finally teaches me my place in this world of ours, shows me unmistakably where I get off the bus of scientific progress. This young Airborne Army breathes the same air that I breathe, eats the same food, lives in the same land, reads the same books and papers, wears the same face and clothes Dimensionally, it is another race!

Rat-Hunt.—Broadly, what most of us in our hearts feel about the war now is that, victory being so complete, all further suffering and loss of valuable lives are henceforth needless and waste. While the dreadful issue was in the balance, the sacrifice of invaluable young lives could, at least impersonally, be justified by the splendour and vital importance of the cause. To-day the cause is won and the enemy down and almost out. Valuable lives were thrown away (as I saw for myself) between 11 a.m. and 2 p.m. on November 11, 1918. One is inclined to put all casualties of this world war henceforth in the same category. We should, of course, be wrong to do so The war is not won, nor the peace secured, until the last Nazi accepts defeat, and the last Jap also. And that will not be to-morrow or next month. Nevertheless, it is hard not to compare this bitter wastage and prolonged tragedy henceforth to a rat-hunt in a barn, which causes the deaths of human beings engaged in it. A rat-hunt? It is not always an edifying sport. Already some of our "realists" are seeing precisely what comes of vengeance and punishment of war criminals under the judgments of Mob Law. The Rome mob has given an unedifying example of the rat-hunt during the efforts to try Caruso and the lynching of another quisling. A disgusting, cowardly, shameful act of mob bestiality which degrades the shop-soiled fame of Rome and gave no grounds (which I could see) for lip-smacking by the B.B.C. announcer. Are we, indeed, to sink so far into indignity at the fag-end of this splendid trial of human nature as to applaud such instances of mob bestiality and glory in them? How true it is that war brings out the best and victory sometimes the worst in human nature



THE "SPHERE" MOONLIGHT CHART FOR THE MONTH OF OCTOBER, showing the period of no moonlight and the period when the moon will be at its full

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A Forgotten Phrase—Still Topical.—We have long since forgotten the phrase "Second Front." It was, if you remember, for two years a phrase of reproach mildly levelled at the Western Allied Democracies by Russia. It was a phrase which contained the seeds of Nazism's and Germany's doom, not only in this war, but in a century of wars. The "Second Front" came at last, and came with knobs on. Russia was quite ready to drop it as a phrase of criticism. Oddly enough, the phrase and its implications are now ripe for revival. They explain, as nothing else can to-day, the surge of optimism and certainty which overrides local checks and unwelcome evidence that the Nazis are still dangerous and by no means beaten The implications of the Second Front are—in a word—that the Nazis can no longer be strong everywhere. If at the moment they are holding us up between Aachen and Trier, then Russia can go forward in the Baltic arena. If they still hold out in Warsaw, then Dempsey can move forward in the Rhine Delta, or Alexander can cut into the Gothic Line. The life-line which the Germans must now man is longer and hungrier for men than the Eastern and Western Walls ever were, and the German problem in the fifth year of a war of ceaseless wastage is one of pure mathematics. They stop the gap here, then the tide surges through there In short, our confidence and certainty are based on the mathematics of the "Second Front" and those figures and formulæ were worked out by German strategists who have been dead these fifty years. That is why the Second Front is still a live theory and a convincing practice which no time-lags or local checks can contradict or qualify.

Britain's Voice.—The war is not won yet. We often remind each other and our allies of this fact, which is confirmed by any temporary check in our spectacular advances towards Berlin. But there is a new atmosphere stealing over the whole world, and peace is in the air. More and more people are engaging their minds with the problems of peace and reconstruction, and it is understandable if the man in the street spares a little thought to the tremendous question of the resettlement of Europe. It has been an article of our faith in the solidarity of the Allies that Britain, America and Russia would act together at the peace table, as they have co-operated in the last two years in waging war. We have at least held that proposition before our eyes as a clear-cut ideal, and vaguely, at least, assumed that other nations among the Allies would be represented in all the vital discussions and decisions of the future, *pro rata* of their contributions to victory. Experience of 1919-20 has convinced us that the longer these vital decisions are delayed beyond the Armistice period, the brighter will be the hopes of a permanent settlement. Accordingly, we view with anxiety any hint of premature decisions and, *a fortiori*, of decisions being worked out by one partner in the great alliance without full deference to the views of the others. Thus we may feel some anxiety lest the voice of Russia should predominate in any premature decisions concerning the future frontiers of Rumania. While Russia's terms to the Finns are no doubt largely, if not entirely, the prerogative of Stalin, and while Turkey's claim to a voice in the resettlement of the Balkans may not now be as strong as it was a few months ago (by common agreement of all the Allies), yet any premature decisions by Russia as to the future frontiers of Rumania must seriously prejudice the whole European resettlement and the future peace of the world. There is colour for anxiety already. There are grounds for the pessimistic view that, while responsible Americans have generously acknowledged how large was the service of Britain in saving America and civilisation from destruction in 1940-41, the voice of Britain at the council table may be drowned by the voice of Russia in the East and the voice of America in the West

Legend: A Question of Character.—Who can we rely on to make that British voice heard in the first years of peace and to postpone premature settlements of a unilateral kind in the last months of war? Let us remember that when the war with Germany is over, the war with Japan will begin in earnest. At that juncture, Britain and America will have their hands full with the preoccupations of war. Russia will be free to begin the rebuilding of Russia and the safeguarding of her frontiers by redrawing the boundaries of her neighbour States. The answer is: our hopes centre round, and end with, Mr. Churchill. We most of us have now a pretty clear picture of the nature of M. Stalin. An iron will, an impenetrable determination, wrapped in a jolly, bonhomous geniality. Nothing will move him from his purpose, and his purpose is Russia. He will crack his jokes, smile his broad smile and have his way. Unless it be Churchill who can stand against him, persuade him, successfully disagree with him? Who else in Britain is on terms of equality and broad sympathy with him? A few months ago, when it seemed certain that Russia would be half across the Reich while the Western Allies were battering their way into Falaise, it looked bluer still for the voice of Britain. To-day the prestige of the Western Allies stands incredibly higher; but, even so, it will require the combined force of the personalities of our Premier and the American President, speaking with a single voice and acting on a common purpose, to keep to the ideals of Allied co-operation in peace as in war; and if those ideals fall to the ground, the victory we have bled ourselves white to secure will be thrown away again. There are indeed grounds for anxiety, if not for pessimism. The Quebec meeting is important on many counts. As in war, so in the peace, it is the character of a very few individuals which will decide the issue for better or for worse.

THE OLD STAGER

THE BRIDGE ACROSS THE LEK LEADING INTO ARNHEM, where isolated airborne troops had been holding out for a week before they were relieved by the British Second Army

THE RHINE BRIDGES

Where Allied Airborne Forces put up Their Epic Resistance to the Germans

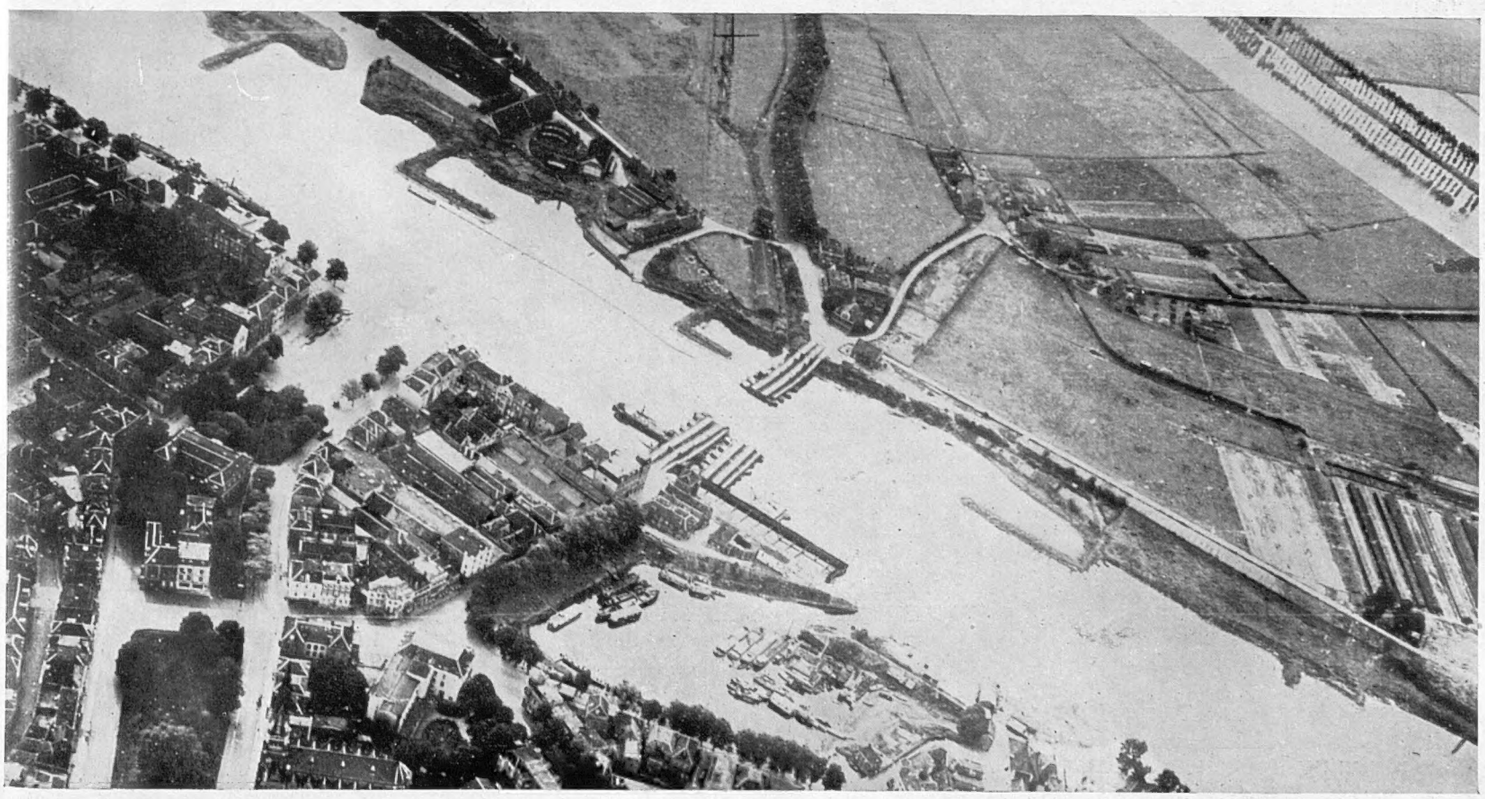
WHEN the town of Eindhoven was captured, the way to the Rhine was opened to the British Second Army. On September 21, the great road bridge across the Waal was captured by British tanks and American parachutists. It then became imperative to capture the town of Arnhem, a few miles to the north, where airborne troops were holding out after a week of the bitterest fighting. But to do this another river crossing—that of the Lek—had to be secured. (Both the Waal and the Lek are branches of the great River Rhine.)

AFTER THE CAPTURE OF THE BRIDGE AT NIJMEGEN: A priest attending to the German wounded after their capture by the British Second Army. The road bridge across the Rhine is seen in the background

The Lek is a secondary branch of the Lower Rhine: the town of Arnhem is seen to the left. R.A.F. Mosquitoes of the Second Tactical Air Force took this picture during one of their bombing expeditions in support of the Army

The airborne troops had gained footholds near the centre of the town and around the northern end of the railway bridge west of Arnhem: opposing them were German S.S. and Panzer troops. For seven days of non-stop fighting the men from the sky held out until—at last—small forces of infantry from the Second Army reached them across the River Lek with food and ammunition. The first contact was made by patrols who crossed by night in assault boats, while tank patrols raced forward to reach the south bank of the river.

The reason for the bitter German opposition at this point lies in the fact that Arnhem is the "gateway to Germany," as Hitler himself put it in an Order to his troops. By crossing both the Waal and the Lek, the northern part of the Siegfried Line becomes exposed to the armies of the Allies.



A PONTOON BRIDGE ACROSS THE LEK AT ARNHEM, another picture taken from the air by supporting R.A.F. Mosquitoes as the British Second Army approached the town, where Allied airborne troops held out grimly for a week before being relieved by our patrols coming up from the south

A WHOLE GERMAN ARMY GIVES IN TO TWENTY-FOUR AMERICANS NEAR ORLEANS : Nazi marines, fully armed and headed by their swastika flag, march in for the surrender after an offer of a mock battle had been rejected by an American lieutenant

The Nazis in Defeat

The SURRENDER of the 20,000

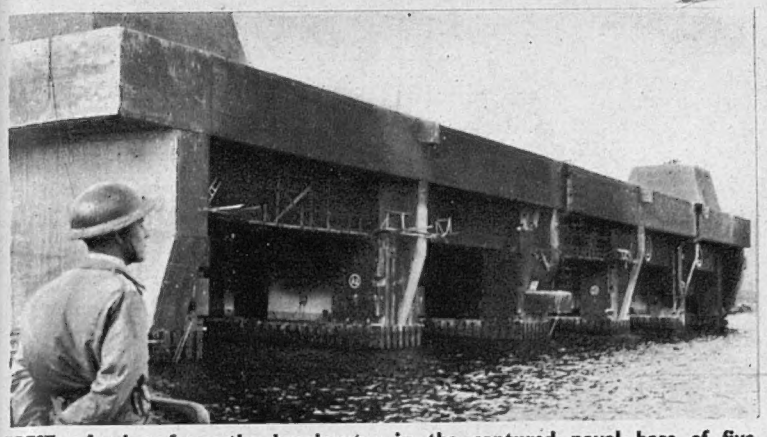
One of the Strangest Episodes of the Present Campaign in France

THE GERMAN MAJOR-GENERAL ERICH ELSTER, surrounded by his staff, addresses his remaining 20,000 men near the River Loire, and tells them that he has just concluded arrangements to surrender them to American forces in the vicinity

SOME OF THE 20,000, STILL FULLY ARMED, MARCH IN TO SURRENDER

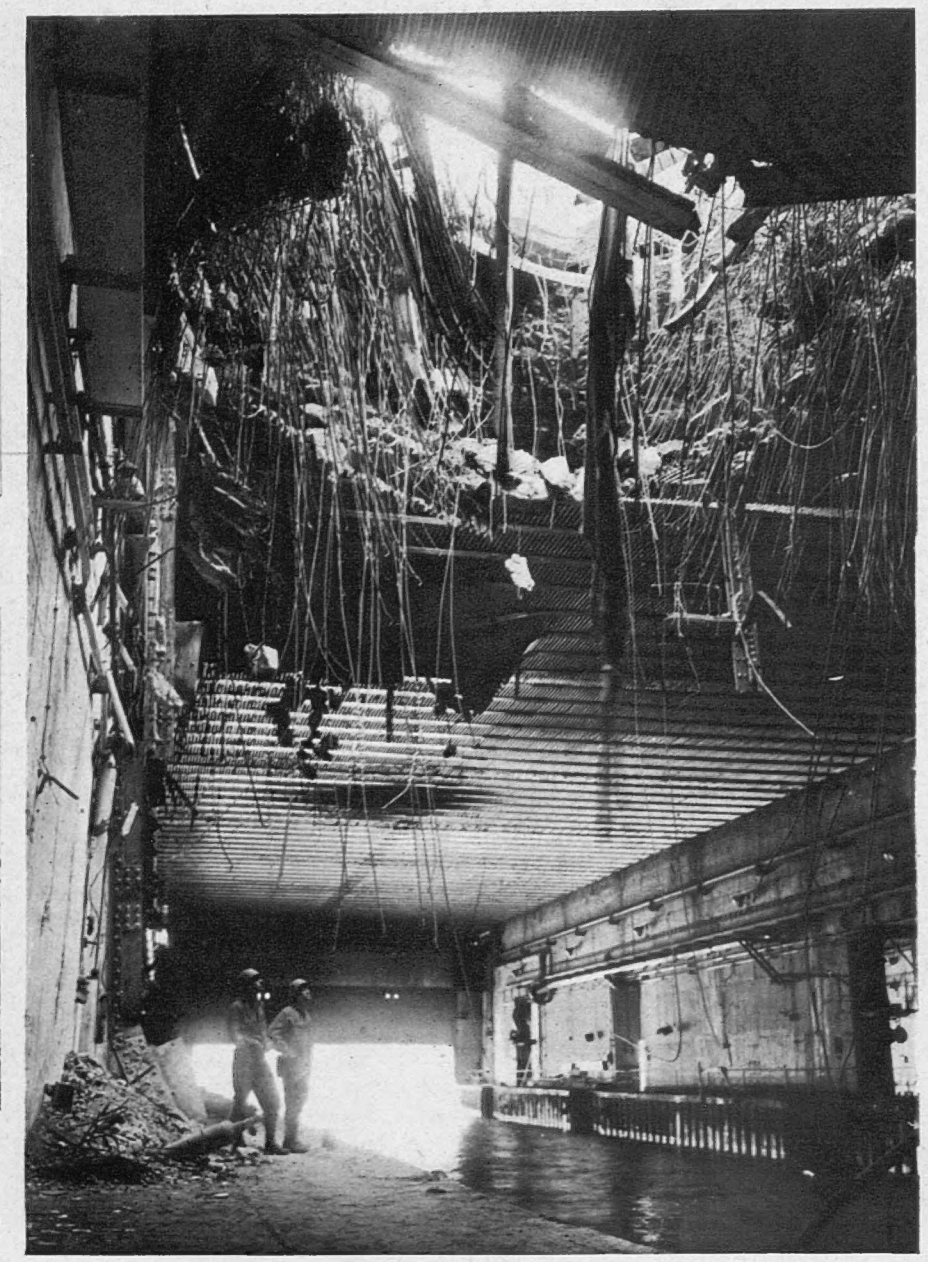
In one of the strangest surrenders ever witnessed on the European battlefield, 20,000 Germans have just surrendered to a body of twenty-four Americans near Orleans, in France. Their commander, Major-General Erich Elster, had proposed a mock battle "to save his honour." The Nazis were well armed, and for three weeks had been trying to join with the main German forces. Harried by Allied troops, aircraft and the Maquis, the commander decided to capitulate. His mock-battle offer was rejected by the American who negotiated the surrender, Lieut. Sam Magill, of Ohio, who sent two interpreters to inform General Elster of the arrangements for the reception of his men. The Nazis were permitted to retain their arms while marching to the rendezvous, and Lieut. Magill sent a message asking that a strong force of Allied planes should fly over the crossroads where he was meeting General Elster. Later, Magill stood with senior American officers at a bridge over the River Loire, and watched the 20,000 Germans coming in

BREST, BOULOGNE, VALKENSWAARD



BREST : A view from the breakwater in the captured naval base of five of the pens used by the German U-boats. These were constructed out of the heaviest concrete to resist Allied bombing attacks

THE FORTIFIED ENTRANCE at the west end of the U-boat pens at Brest : After organised enemy resistance finished in the great German naval base at Brest on September 19, an official photographer of the R.A.F. took these three pictures. They show that the strongly-built pens in which U-boats sheltered from air attacks by the Allies were not bomb-proof. Several direct hits were scored on them, and although built of the thickest reinforced concrete, with steel girders, three pens were found with their roofs blown in. Brest has now been surrendered by the remaining Germans, and the town and port are firmly in Allied hands



BREST : A 40-ft. hole made by R.A.F. bombs in the roof of one of the U-boat pens. Any German submarines sheltering there at the time of the great explosion must have been destroyed

BOULOGNE : How the Canadians entered the Channel town and harbour. This picture was taken as the Battle for Boulogne entered on its final phase. Canadians crept from doorway to doorway in the town, and slowly, but surely, edged their way towards the remnants of the German garrison making a last stand. Boulogne had to take terrific punishment from the air and from land artillery before it was finally surrendered to the Canadians, by whom it is now being occupied

VALKENSWAARD : The first village over the Dutch border from Belgium, captured by the British Second Army. This picture was taken shortly after the entry, with Allied armour crowding the picturesque market place under the shadows of the church

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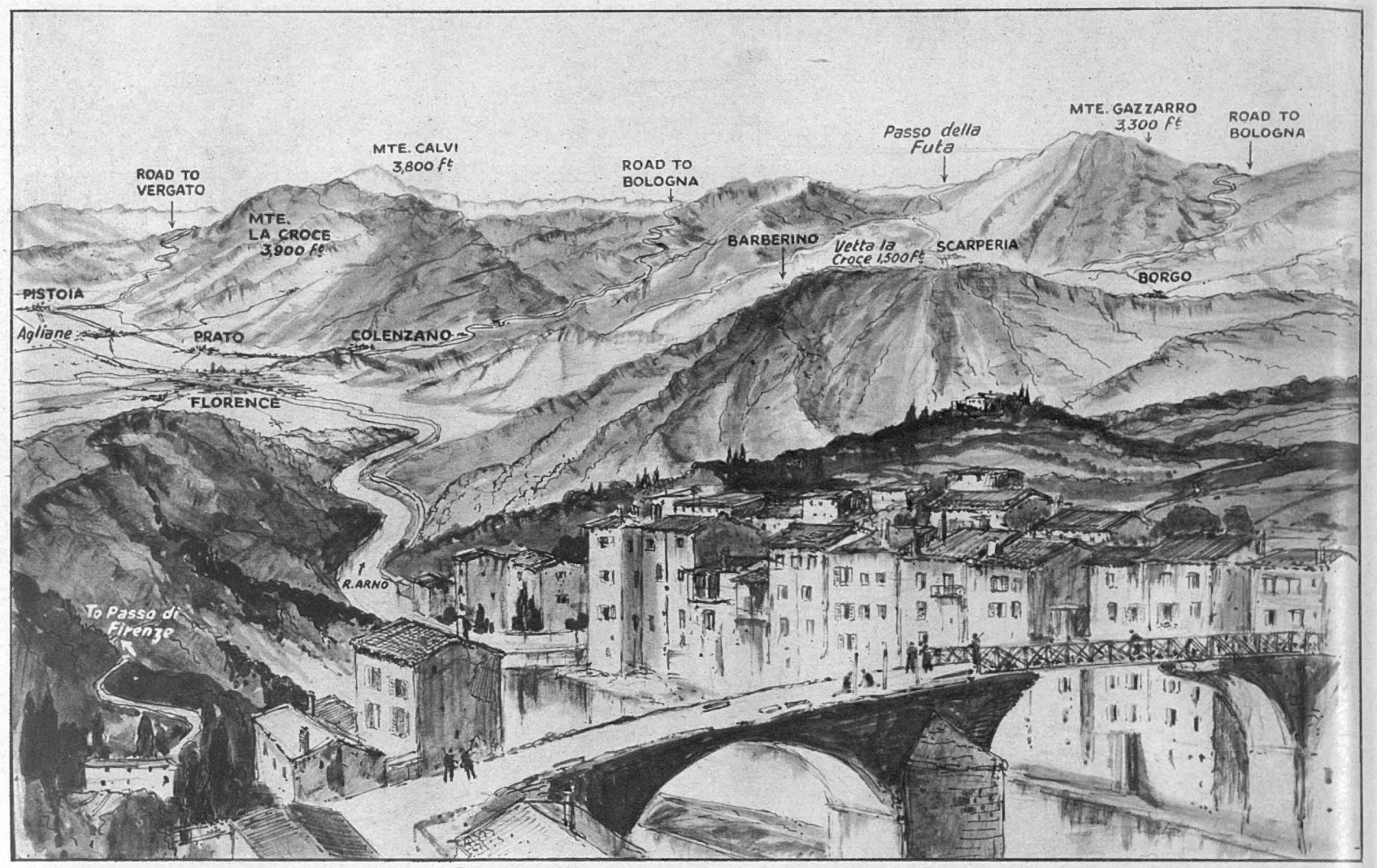


WHERE THE ALLIES HAVE ADVANCED TO THE NORTH AND NORTH-EAST OF FLORENCE, on the roads leading to the city of Bologna. The little town of Pontassieve is seen in the foreground, with its high bridge demolished by the Germans and repaired with a Bailey section—*Drawing by Percy Home*

THE GOTHIC LINE IN ITALY

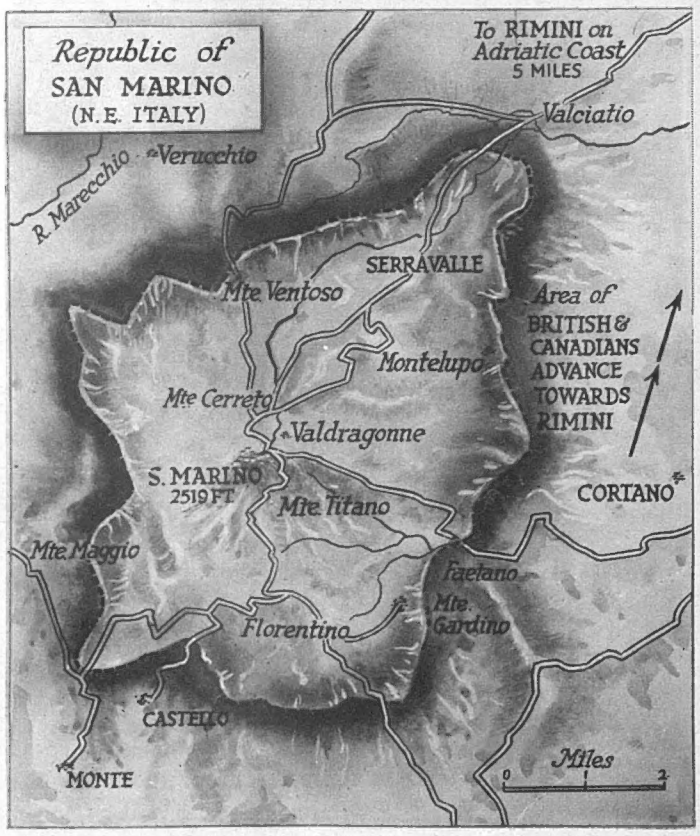
The Attack on the Central Area Near Florence

With Photographs of the Successful Advance in the Eastern Sector

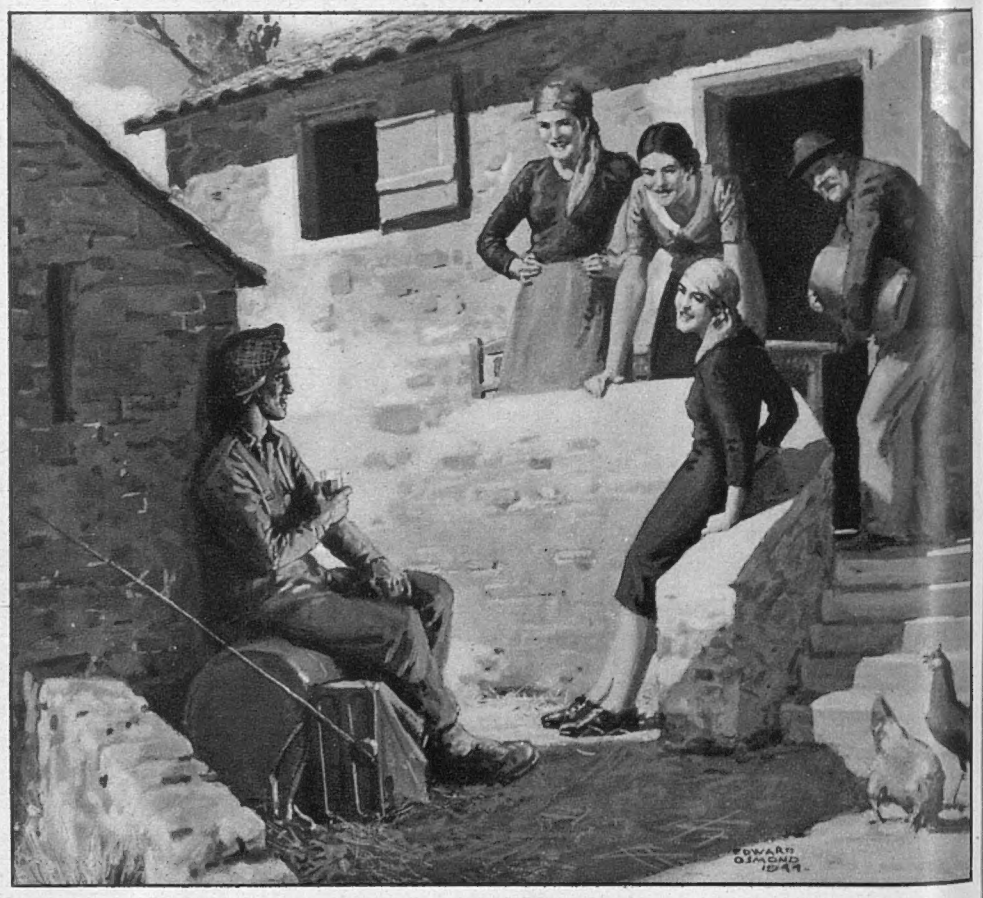
While Kesselring is fighting furiously on the Adriatic coast to hold the Eighth Army, after its break-through of the Gothic Line, Allied forces are steadily pressing in the centre and along the Mediterranean coast. This central area north of Florence, with its two parallel roads leading to Bologna, is regarded by the enemy as of vital importance, for once the defence is pierced here, the way is open to the Po Valley, which would force surrender or retreat.

Lucca, a pleasant provincial town associated with Julius Cæsar and Dante and possessing some fine churches, was entered on September 6, and the mountain range of Monte Albano, lying between the Arno and Pistoia, was also taken. This brought the troops to the outposts of the Gothic Line.

Away to the north-east of Florence the Eighth Army was pressing on to the River Sieve, having worked up the road from Pontassieve towards Dicomano. Another column had gone due north of Florence, capturing Monte Morello (3,000 ft.) and getting to Barberino, 15 miles to the north of the city, by September 12. The mountain mass of Monte della Calvana, lying to the west, between Florence and Pistoia, was seized, and the River Sieve crossed in many places. By September 13 our troops had got beyond Borgo San Lorenzo and Scarperia, and were four miles south of the Futa Pass, on the main road to Bologna. This pass is even more strongly defended than Cassino.



THE TINY REPUBLIC OF SAN MARINO, on the edge of the Rimini fighting area at the eastward end of the Gothic Line. This curious territory is one of the smallest States in the world : it has an area of only 38 square miles, and is now insisting on its neutrality, although the Germans completely disregarded its claims. The advance of the British and Canadian columns towards Rimini by-passed the rocky State, whose approaches were posted with notices : "Neutral : Keep out"

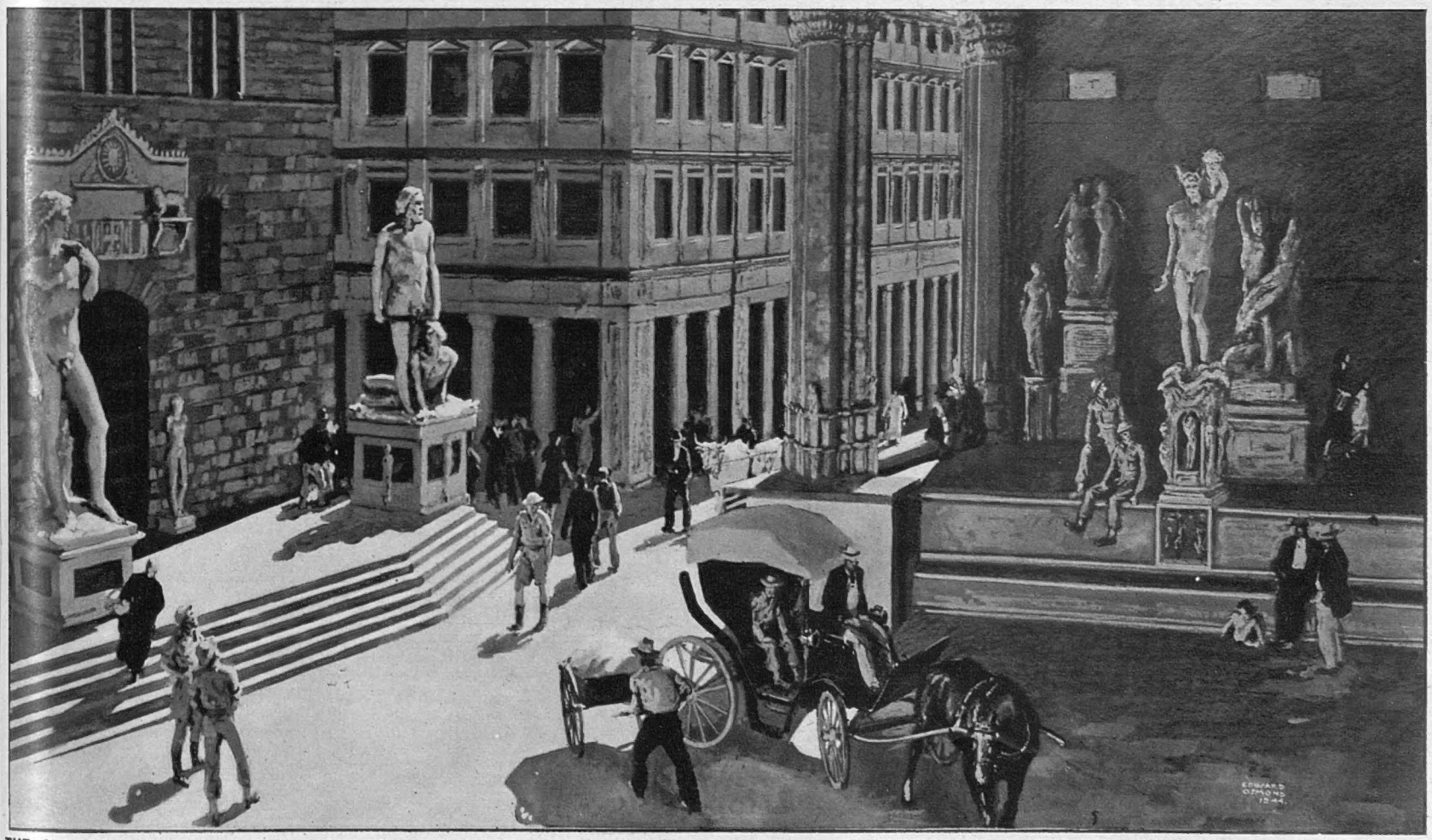


A SCENE AT A FRONT-LINE FARM NEAR FLORENCE : A British signaller makes himself at home with an Italian peasant family—*Drawing by Edward Osmond.* This scene was witnessed by Miss Virginia Cowles, the American woman war correspondent, during a recent visit to the fighting area. "The small courtyard near the barn was full of squawking chickens," she wrote. "Seated comfortably on a large barrel with a glass of wine in his hand was a British soldier—one of the signallers of a West Country regiment. Three Italian girls were trying to make conversation, while a very old man stood muttering to himself, a large keg of wine clasped in his arms. The soldier told us he was the forerunner of Battalion Staff headquarters. Suddenly British gunfire opened up behind us and the shells whined overhead . . ."

AT THE EASTERN END OF THE GOTHIC LINE: A specially-prepared German position. Some of these tunnels stretched for 50 to 100 yards. It was announced on September 2 that, as a result of the swift and secret advance of British troops of the Eighth Army launched some days before, the Gothic Line had been breached to a depth of several miles. The defences of the Gothic Line—the last enemy-prepared line south of the River Po—had not all been completed when the Germans were forced to withdraw. This picture shows part of the captured defence line

AFTER THE SURPRISE ASSAULT ON THE GOTHIC LINE AT ITS ADRIATIC END. Long columns of vehicles wind over the hills after the break-through, past men of the Eighth Army resting after the completion of their allotted tasks

IN THE CORIANO AREA DURING THE FIRST WEEK OF SEPTEMBER, when the Eighth Army met stiffened enemy resistance. Since then they have continued their advance on an ever-widening front towards the Plain of the River Po. This stone bridge across the River Conca at Morciano was taken by British infantry before the Germans were able to destroy it. Enemy guns have since tried in vain to do the job



THE ARTISTIC TREASURES OF THE LOGGIA DEI LANZI ESCAPE DAMAGE FROM GERMAN SHELLS AND DEMOLITIONS IN FLORENCE. This unique open-air repository of famous statuary near the Palazzo Vecchio is now a sightseeing spectacle for British soldiers on leave in the historic city—*Drawing by Edward Osmond*

The great square in front of the Palazzo Vecchio, known as the Palazzo della Signoria, has been for centuries the central spot of Florentine life. It has witnessed heated public meetings and fierce tumults. At one side still stands the wonderful, open-vaulted hall known as the Loggia dei Lanzi, from the fact that a guard of Swiss lancers were once stationed there in the time of Grand Duke Coscino I. It was designed as a place for special public meetings: for a long period it has served as a unique open-air sculpture gallery. One statue group is that of Perseus with the head of Medusa by Benvenuto Cellini, known to all art lovers as that turbulent spirit's finest work. For a time during the period when the Germans were occupying the northern side of the city, the loggia, with the rest of the centre of the city, ran grave danger from German shells which were being fired across Florence. Fortunately, the famous pazzi and the loggia escaped damage. The *Sphere*'s artist here shows the corner of the Loggia dei Lanzi where it flanks the approach to the Uffizi Galleries. The arches of the loggia are supported by columns of singular beauty, clustered after the fashion of the best Gothic cathedrals. In fact, its beauty so affected Michelangelo that he declared it to be impossible of improvement

WHAT THE LIBERATED WEST ESCAPED

The Speed of the Allied Advance has Brought Tremendous Benefits to the Subjected Peoples of Western Europe

By FERDINAND TUOHY

IT is difficult to understand people who have a grudge against the Continent because it is not as ill as was expected. But there is no reason why one should not congratulate the liberated western lands on having had a luckier escape than we or they had a right to hope for. These peoples themselves keenly appreciate the fact, and their sustained jubilation and flow of thanks derive from the utterly surprising gift that brilliant Allied operations vouchsafed them.

It is one thing to say as much, and quite another to join in reports from the Ritz, which paint Paris and Brussels as cities of elegance and larders, and unscathed. One flamboyant reporter seems to have spent his time between the rue Cambon and the groaning boards of rich black-market beneficiaries, after which he felt qualified to tell us that the French had got off easier than we had.

Even if it were true, this sort of chat leads to confused misconception. People write to the papers as if they were almost annoyed at the Continent being as alive as it is, a condition, they imply, brought about by "these foreigners" sending out false reports about themselves and so causing our Government to earmark stuff for them which should have been given to us.

In one or two cases this has happened—as with white bread for Italy—but in more instances we haven't had things, because they have been exported in order to sustain the exchange. Whisky to the United States has been a long-standing example, while our women were doubtless surprised to read that their wretched wartime stockings might have been ever so much better had not all the best material been used for the Dominions and Colonies.

It is quite possible, then, to agree with Mr. Lebman's reserve about the liberated lands. The Unrra chief is himself in no doubt that conditions are vastly different from some of the pictures which have been transmitted. He says that the enemy has been even more ruthless than had been known or anticipated, and that, in consequence, relief and rehabilitation will have to go into action at once instead of after six months, as had been planned. All this may be so, and yet the fact of that lucky escape remains.

Throw your mind back to some of the things we thought we were going to come up against. Take an extract from this page last February:

"Many are concerned with the stark prospect of the Germans leaving a heap of ruins behind them when the time comes for them to withdraw bit by bit, as they evidently anticipate, on the 'Fortress Germany' itself. . . . The wholesale destruction would all too clearly present the invaders of Europe with problems of communication and civil administration capable of holding up entire campaigns, and this might lead to trouble with the inhabitants, and even the Governments concerned. The scorching might ignite revolutionary chaos in which the Germans could hope to fish."

And I went on to outline what was then thought to be "the great Nazi mining plot," well exemplified in a neutral message, to the effect that the Germans "have mined the whole of Paris, and if ever they carry out their wrecking plan not much will remain of the city."

Well, it simply has not occurred in the wide regions that Eisenhower and Montgomery have so far set free. Except for demolitions at a port like Brest, the Germans did not carry out their threat of wholesale destruction, and for that we have to thank the speed and method of the Allied advance, although there may also be something in the story that German Pioneer commands avoided executing demolition orders when they had sufficient time to do so.

Escape number two concerns the fighting itself. The occupied countries fully expected this to be a long-drawn-out business, line behind line, with all the attendant horror of total war, and when this very picture arose week after week from the Yprean ruin of Calvados, the Manche and the Orne, London foreigners concerned shook their heads and resignedly grieved: "It 's going to be as we feared." And there was this from Rome: "Psychologically, the devastation and misery produced in Italy may carry wider drawbacks. The spectacle of this slow-grinding mode of delivery and its consequences is hardly calculated to encourage the other peoples of Occupied Europe to greet our approach with joy. It is a question we should be wise to bear in mind when planning future moves."

It *was* borne in mind, and the lightning rushes of Patton while Montgomery held the Germans down, and of Dempsey to Amiens, Brussels and Nijmegen, rushes which could not have been made but for the brilliant seizures of key points by airborne advance "hoppers," unfolded hundreds of towns and villages as good as untouched by war's passage. The damage to Paris itself was relatively slight, and done as a result of a French move. Rouen got it worst after Caen, Brest and Havre. Yes, the Generals have every right to say to the politicians: "Now you do your stuff and let 's see if you can do it as well!"

The blessing conferred by audacious speed has been very evident in a third sphere: the Germans hadn't enough time to put their looting at the highest level into operation, and by that I mean carrying off enormous plants, as from the Nord in 1918; not pinching scents, Cognac and undies at the last moment. The great Paris metallurgical and electrical factories are rapidly preparing to work for the Allies, and the Huns would never have allowed that, or, indeed, France to have her factories standing after the war had liberated her, if they could have prevented it.

Take this sober report: "Belgian industry is in a surprisingly good condition after four years of German occupation. Some factories have been destroyed, but a large number of the machines remain intact. Such damage as there is, is due more to patriot sabotage than military operations." And I remember standing amid the several square kilometres of wreckage of the Cockerill works at Liége in early 1919, the whole thing having been done by the Germans before they marched away to Aachen.

Belgium has so far got out of it better than France, and I paraphrase from the Brussels Government's general report back to London: "Electricity all right and gas going back to normal. Roads and railways in fair to good shape, but waterways suffering through destroyed locks and bridges. Coal-mining installations undamaged (they were ruined in 1918). Many industrial concerns restarting immediately, as there has been no production for civilian consumption for nearly a year. Textiles worst hit through absence of raw materials. Good harvest ahead, but little meat."

So to the matter of food, all-governing factor when war reporters give their impressions. While yarns built on Calvados butter and meat have been exploded as poppycock, no question but that the liberated west has been revealed as in better case than we had been led to expect. One can say this and at the same time accept the French General Sice's report that, while the inhabitants of the rural districts have not suffered severely from war conditions, the plight of both adults and children in towns and cities is serious.

It has to be borne in mind that, unlike the case with us, the French used practically to feed themselves, and they therefore managed to avoid even under-nourishment throughout rural France, which in pre-war days meant 51 per cent. of the population. As soon as France has got supplies in from North Africa, and the effect is felt of her non-deliveries to Germany, I am told food should be tolerable even in Paris, and much cheaper.

The broad effect of the war in European countries has been to alter drastically the distribution of the food supply, rather than to bring about a sharp contraction in its aggregate amount. Excluding Russia, consumption appears to have been maintained at between 80 and 90 per cent. of pre-war levels.

Coal is what Parisians want most, and Wales should come to the rescue there, via the Seine; thereby adding to affectionate French gratitude.

The tolerable food situation will permit the transfer of relief into such forms as equipment, raw materials and transport, and, incidentally, should enable many civilians to go abroad sooner than they ever thought likely. As things are going, Easter in Paris may not be solely the privilege of high-ups and their retinues and favourites.

Cap the foregoing benign deliverances by the absence of anything even faintly redolent of civil war, and we have a picture of the west definitely not so ill as expected. Whatever comes later, civilians are going to pull together now. Yet, disturbances of a serious nature might have eventuated had the Allies become bogged down after causing widespread havoc by their operations.

But for the ability of our Forces' leaders and the fleet and eager response of their men, and, very much so, the leaping tactics of the F.F.I. and the White Brigade, the Huns would have had time and mind to mine and loot, whole regions would have been lain waste, food would have come to a standstill, and revolutionary chaos must have resulted.

FOUR PICTURES OF CONTRASTED SCENES IN PARIS, which have just been received in London

***On left*—A Food Queue in One of the Shopping Centres:** Although Paris is getting back to normal and its shops are reopening, there still remains a shortage of foodstuffs brought about by the guerilla fighting which preceded the city's surrender

***On right* — The Bourse Reopens:** The scene in the ring where all the Stock Exchange deals are made. This was opened and doing business almost before the sounds of battle had died away around the French capital

***On left*—THE FIRST OPEN-AIR MEETING OF THE COMMUNIST PARTY SINCE 1940, held at the Velodrome d'Hiver on September 9. *On right*—The window of a theatre-booking agency, showing the great choice of entertainment already available in Paris**

Scenes During the CONFERENCE AT QUEBEC

DURING THE COURSE OF THE CONFERENCE, a reception was given by the Canadian Prime Minister, Mr. Mackenzie King, to the members of the British delegation and others at the Chateau Frontenac. Among those who received the guests were Mr. Mackenzie King, Mrs. Roosevelt and Mrs. Churchill. In the picture above, Admiral of the Fleet Sir Andrew Cunningham is seen shaking hands with Mrs. Roosevelt: behind him is Rear-Admiral Wilson Brown, of the U.S. Navy

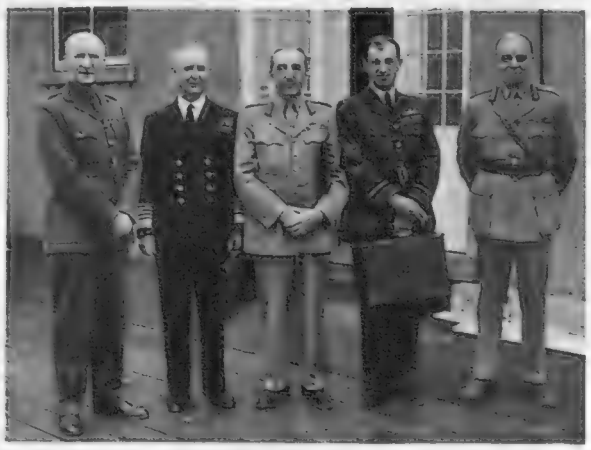
THE PRIME MINISTER AND MRS. CHURCHILL on the platform of their car on the special train. The crowd surged round the saloon, and at Mr. Churchill's request sang to him while he waited for the train to start for the meeting with the President

MRS. ROOSEVELT AND MRS. CHURCHILL at the microphone in Quebec, making their joint broadcast over the Canadian Broadcasting Company's system during the Conference

THE PRIME MINISTER AND MR. MACKENZIE KING drive away from the Quebec Legislature after Mr. Churchill had made a brief speech to Members of the Canadian Cabinet

MR. ANTHONY EDEN AND SIR ALEXANDER CADOGAN (Permanent Under-Secretary for Foreign Affairs) immediately after the former's arrival by air at the Chateau Frontenac, in Quebec, on a special mission

AT THE CONCLUSION OF THE CONFERENCE, the principals held a special session for the Press: Here Mr. Churchill, President Roosevelt and Mr. Mackenzie King are facing the newspaper correspondents, with the President's famous Scottie, "Falla," at his master's feet



AT THE CITADEL a meeting took place on September 14 attended by Mr. Churchill (who presided), Mr. Mackenzie King, Mr. Malcolm Macdonald and Canadian and British senior officers

Here are: Field-Marshal Sir John Dill (Chief of the British Military Staff at Washington); Admiral of the Fleet Sir Andrew Cunningham (First Sea Lord); Field-Marshal Sir Alan Brooke (C.I.G.S.); Marshal of the Air Force Sir Charles Portal (Chief of Air Staff); and General Sir Hastings Ismay (Chief of Staff to the Prime Minister), who were all present

THE SWEDISH MERCY SHIP "DROTTNINGHOLM," which has carried out many notable voyages during the present war, arrives in the Mersey with repatriated subjects from France—*Drawing by Wm. McDowell*

Above—According to International Law, certain vessels, such as hospital and neutral ships, should be free from attack by belligerents. Such vessels are distinctively marked to give no excuse for non-recognition by submarines or other ships of war on the high seas. Unfortunately, it has been proved that some of our hospital ships at Anzio were not thus exempted from attack by the Germans during the landings by the Allied armies. The drawing above shows the Swedish mercy ship *Drottningholm*, which has carried out a number of voyages with repatriated prisoners of war and civilians. It depicts the vessel entering the Mersey in August last with 1,000 British subjects aboard repatriated from France. She is being greeted by an outward-bound pilot-cutter. The *Drottningholm* bears her name and the name of her country in large letters on the hull, as well as panels of blue and yellow—the Swedish colours. An eye-witness remarked on this occasion how "refreshing" it was to see a little bright colour on a ship after five years of grey hulls. *Drottningholm* carries her bands of paint in vertical lines

OFF THE ENEMY COAST

The Work of the Royal Navy

—Depicted in Special Sphere Drawings

On right—*Enterprise* is a sister-ship to *Emerald*: she has a displacement of 7,580 tons, and carries seven 6-in. guns and a number of smaller weapons. She was begun in June 1918 and completed in January 1926, at a cost of £1,752,000. Her speed is 32 knots and she carries a complement of 572 officers and men. Both *Enterprise* and *Emerald* were refitted during the years 1934-1936. During one of the Prime Minister's visits to Normandy, he made his Headquarters in H.M.S. *Enterprise* and slept on board for four nights. Apparently his stay was welcomed by the wardroom, where he made his appearance and started up a song! Although the cruiser was given a brand-new set of 6-in. guns for the Invasion, she did so much bombarding in thirty-one days that she had to be re-equipped with new weapons. After supporting the American landings for nine days, she returned to Britain with only twenty-one shells left after firing more than 4,000 rounds. *Enterprise* was the cruiser which, with *Glasgow*, sank three German destroyers and damaged four more at the end of the last war

NAZI SHIPS, FLEEING FROM THE BLOCKADED AND ENCIRCLED CHANNEL PORTS, run into an inferno of shell-fire from British coastal batteries along the Channel: An impression of the scene at the "receiving end," as one ship is set on fire while huge columns of water rise up as the British salvoes straddle the rest of the enemy Convoy—*Drawing by Wm. McDowell*

The enemy's attempts to withdraw the trapped garrisons from the Pas de Calais by sea continued for many days after it was realised that the only hope of extricating them was by running the gauntlet up Channel. Those which attempted to escape through the Dover Straits had a terrible time. Never before have the British heavy coastal batteries fired with such rapidity. So fast were our guns loaded, ranged and discharged that the boom of the salvoes echoed and re-echoed all over Kent. On one occasion, for more than two hours our guns belched forth their terrific bombardment, and all that it drew from the German batteries in France was a few salvoes. Very few of the enemy ships could have weathered the storm of heavy shells

THE PRIME MINISTER'S HEADQUARTERS FOR FOUR NIGHTS DURING HIS VISIT TO NORMANDY: An impression of the famous British cruiser "Enterprise," which played a great part in the bombardments of the French coast and which also served Mr. Churchill as a floating home: she is a vessel of 7,580 tons, completed on the Clyde in January 1926 (*See note at left*)—*Drawing by Montague Dawson*

THE BOMBING OF THE GERMAN BARGES IN THE SCHELDT ESTUARY: The scene as British bombers and fighter-bombers attacked the enemy's shipping traffic on the Dutch waterways between Schenwen and Vlissengen—*Drawing by Montague Dawson*

The barges of Holland are to-day playing a vital part in the Germans' communications and evacuation plans. For that reason the R.A.F. have been bombing and shooting up the shipping traffic in the region of the Scheldt Estuary with great intensity—and to such effect that on one day alone 105 barges were destroyed or damaged. On another occasion clusters of barges were seen in the river, and twenty were attacked with cannon and machine-gun fire, and a small steamer was also damaged. Aircraft of the Tactical Air Force have carried out a big slaughter of German troops attempting to escape northwards in the region of the Scheldt in barges. Whenever the weather has permitted, these assaults on the Nazi escape routes have been carried out

WHERE the FLYING BOMBS FELL

Eighty Days of Bombardment, During which 2,300 Bombs Got Through to London and Damaged Nearly 900,000 Houses

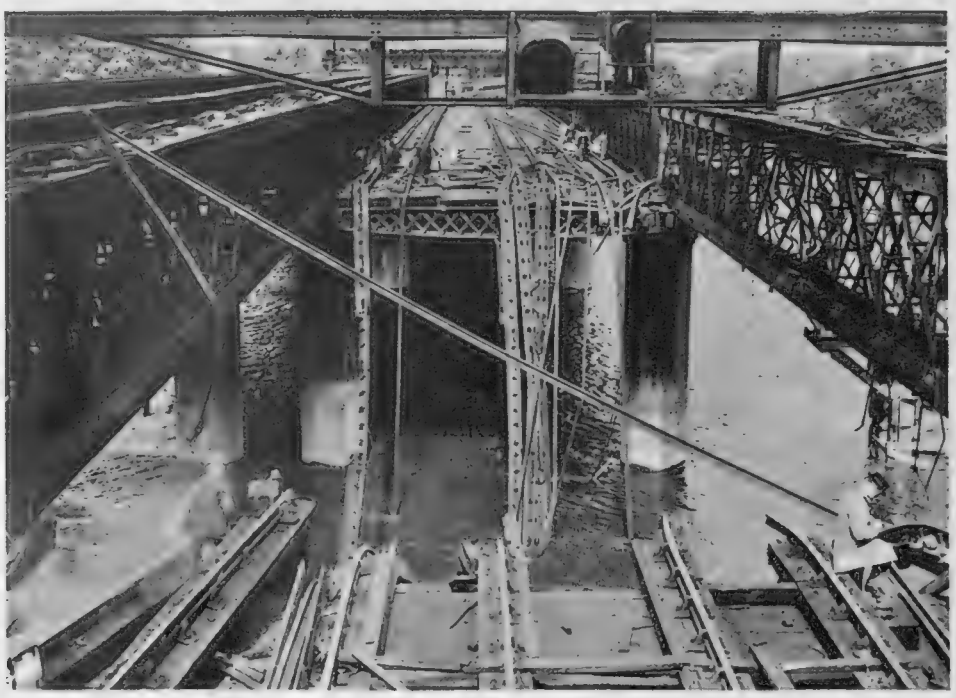
These Pictures Reveal only a Microscopic Portion of the Damage Suffered by the Capital During the Great Battle

WHERE THE FIRST FLYING BOMB FELL IN THE LONDON AREA: a picture taken just after the explosion. The missile badly damaged a bridge carrying the four tracks of the London and North-Eastern Railway from Liverpool Street Station. It hit the bridge between the city terminus and Stratford in the morning, and repair work was started at 9.30 a.m., after officials had completed their examination of the damage. The railway engineers achieved one of the fastest railway-bridge repair jobs of the war; for by 7.45 p.m. on the day after the "incident," the work of restoring the north side of the bridge was completed, the first train across being the 9.5 p.m. from Liverpool Street Station

ELECTRA HOUSE, ON THE VICTORIA EMBANKMENT, home of the Cable and Wireless Company, after a bomb had crashed into its side without, however, causing much structural damage

THE SCENE OF DEVASTATION IN VINCENT SQUARE, WESTMINSTER, where a bomb fell in June. It wrecked a block of flats and caused great damage to dwelling-houses and other buildings in this central residential area

THE INTERIOR OF STREATHAM HILL THEATRE: The view looking from the stage. The bomb entered through the big hole on the right and wrecked the interior



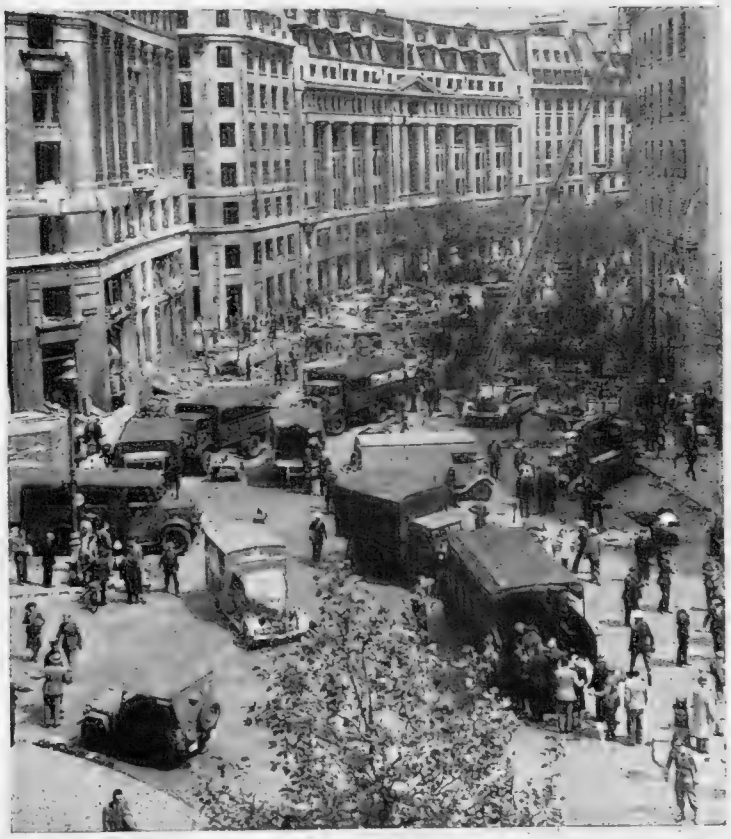
HUNGERFORD BRIDGE WRECKED BY A BOMB. The lines leading into Charing Cross Station were carried away by the explosion, and one half of the bridge was put out of action for a time. But the bridge foundations still held firm

ONE OF LONDON'S MOST HISTORIC SPOTS: Staple Inn, in Holborn, one of the Inns of Chancery and a link with the days of Henry V, the best-preserved example of sixteenth-century architecture in London. The bomb exploded in the picturesque courtyard of the Inn towards the very end of the flying-bomb campaign

WHEN PADDINGTON STATION WAS HIT. Workmen repairing the damaged permanent-way. The damage here was quite localised, and the station was very soon functioning normally again, despite that it received a direct hit

BERKELEY SQUARE: Debris litters the roadway in Berkeley Street after the bomb had blasted Lansdowne House. Several casualties were caused here, amongst the victims being a number of American soldiers

A CENTRE OF GREAT DEVASTATION AT HITHER GREEN. An area of wrecked dwelling-houses near the railway line, which was also affected by the bomb. This part of London suffered very grievous damage throughout the "blitz"



IN ALDWYCH, NEAR THE AIR MINISTRY: The bomb fell outside Melbourne House, and twenty-five people were killed. This "incident" was greatly discussed at the time of its occurrence

ALL THAT REMAINED OF AN OMNIBUS when a flying bomb exploded in Tottenham Court Road in June. The top section of the bus wrapped itself around a lamp-post

During the "Battle of London," which lasted continuously for eighty days, 8,000 flying bombs were launched by the Nazis against Southern England, of which some 2,300 got through the defences and reached the London region. The damage they wrought may be estimated by the fact that when the Government announced the suspension of organised evacuation on September 7 there were still 870,000 houses awaiting repair: 23,000 had been totally destroyed, or damaged beyond repair. Over 300,000 people had been evacuated (282,000 from the Greater London area). Not a district in the capital escaped. Of the buildings hit, there were a number of great historic value. It is impossible, of course, to represent the total damage sustained by London, beyond that conveyed by the figures just given; nor can anyone envisage the total picture. The photographs reproduced on these pages, therefore, can only be taken to represent a very tiny proportion of the damage wrought to well-known places, whose bombing caused considerable comment amongst Londoners at the time of the various "incidents." Much that has been damaged it will be impossible ever to replace. In one borough, not a single building escaped: in another, 80 per cent. were damaged; in others, great gaps were blown out. Following on the blitz of 1940-41, and the "Little Blitz" of the early part of 1944, German bombs have, indeed, played havoc with London!

THE WRECKED INTERIOR OF ST. MICHAEL PATERNOSTER ROYAL: This is the Church of Dick Whittington, in College Hill, in the City of London. A bomb fell here in July. A valuable statuette of the Virgin Mary and Child was salvaged. On the wall—undamaged—may be seen a huge oil painting of Mary Magdalene washing Christ's feet

THE FORCING OF THE FIRST WATER DEFENCES OF THE GERMANS IN BELGIUM. The original bridgeheads across the Albert Canal were extended and then linked up as the Allies compelled a general Nazi retreat to the Escaut Canal and beyond—*Drawing by E. G. Lambert*

THE GERMAN WATER LINES

And How They were Crossed by General Dempsey's Army at the Albert and Escaut Canals

There is no doubt that the Germans intended to use the waterways and canal systems of Belgium as defensive lines during their retreat northwards. Probably they meant to use them as previously they had used the river lines in Italy. But in this they were defeated by the speed and enterprise of General Dempsey's Second Army. Pushing towards Beeringen, on the Albert Canal, the first bridgehead was established at this point: then a second bridgehead was created around Gheel. These were consolidated rapidly and finally linked up. At once, the second waterline—that formed by the Escaut Canal—was approached. This, too, was rapidly crossed, in the neighbourhood of De Groote, immediately to the north of Bourg Leopold, after our tanks had captured intact a bridge near the Dutch frontier. This was reported to be strongly defended, but it was rushed by British tanks at twilight on September 10. Other crossings were subsequently made elsewhere across the Escaut, and a general advance on Eindhoven, in Holland, was begun. A few days later our Airborne Armies had descended in the vicinity and had soon linked up with the land armies, with the result that Eindhoven was entered and captured. The German attempt to use the "waterlines" of the Low Countries had failed: moreover, a wedge had been thrust forward into Holland as far as Arnhem to the north, threatening to cut off the Germans on the coast from the Reich

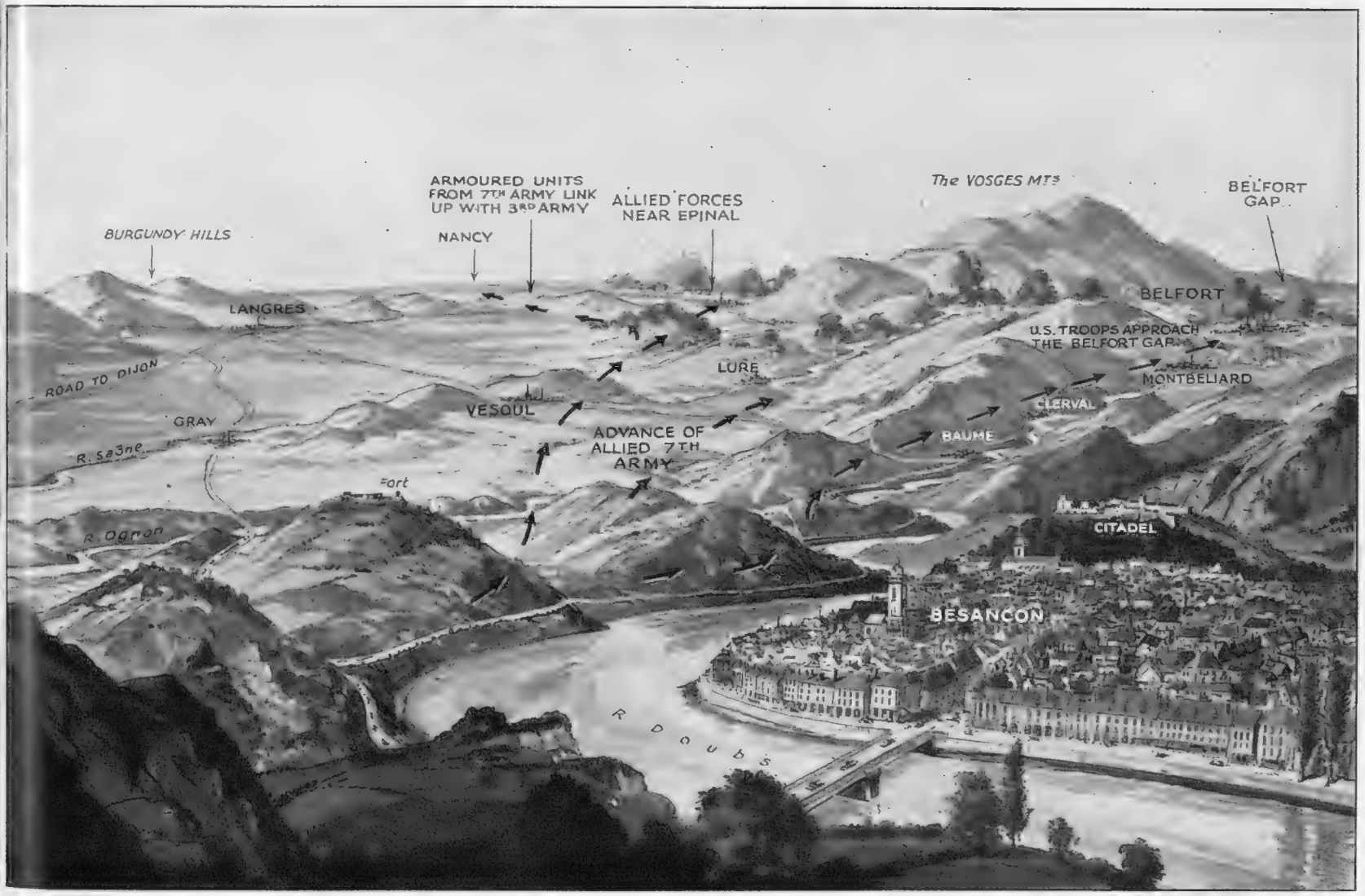
BRITISH INFANTRY MOVING UP OVER THE ESCAUT CANAL to hold the bridgehead in strength. The men of General Dempsey's British Second Army reached the Escaut, in Belgium, on September 10 and captured the only bridge which the Germans had left intact. Repeated enemy counter-attacks were driven off, and on September 17 strong British armoured spearheads launched another attack which took them across the frontier and two miles into Holland

THE ST. SERVIRTIUS BRIDGE ACROSS THE MEUSE RIVER (another "water-line") destroyed by the retreating Germans. It is situated at Maastricht, in Holland

THE NAZIS WRECK THE LIÉGE BRIDGES ACROSS THE MEUSE: When men of General Hodges' First Army drove into the city after little enemy resistance, they found all the bridges blown. Pontoons were soon thrown across, and armour and men continued to battle on into the Reich east of Eupen. This wrecked bridge was used as a "switchback" by the civilians until a ferry service was inaugurated

The ADVANCE from the SOUTH

HOW THE AMERICANS CROSSED THE RIVER MOSELLE under cover of a smoke-screen. The Germans held the high ground and kept shelling the river crossing. A pontoon ferry is here seen bringing an anti-tank half-track across under fire



HOW GENERAL PATCH'S AMERICAN ARMY PURSUED THE GERMANS IN SOUTHERN FRANCE before linking up with the other Allied Armies around Nancy: this drawing indicates how the advance was made through Besancon to Vesoul and to Nancy—*Drawing by E. G. Lambert*

Besancon, on the River Doubs, is the picturesque capital of a Department and formerly a fortress town of the first importance. It lies only 50 miles from Belfort, and it was captured early in the month by the Seventh Army under General Patch coming up the valley route from the Riviera. Before the middle of the month, this force had effected a junction with the Third Army at Chatillon, 42 miles to the north-west of Dijon. By this stroke the last way out for the Germans caught in Southern and Western France was closed. Forty thousand of them were thus trapped, and, shortly, half this number had surrendered near Orleans on September 16. At the same time, the great fortress of Belfort, strongly held by the Germans, was reached; Vesoul had been captured; and the Seventh Army had reached a spot near Epinal. The routes pursued during this victorious phase of the lightning campaign are indicated in the special drawing given above

INVASION BY AIR

The Landing of an Allied Army in Holland

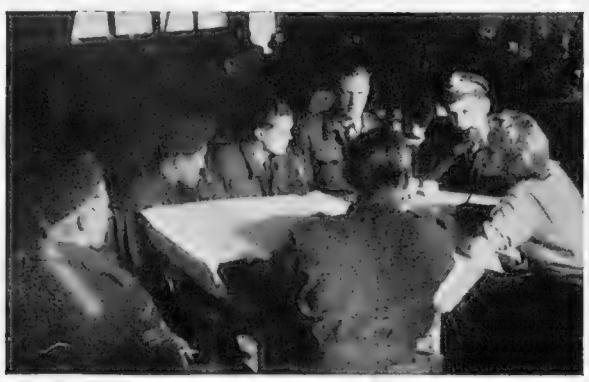
September 17, 1944

Strong forces of the First Allied Airborne Army (under the command of Lieut.-General Lewis H. Brereton) were landed in Holland on Sunday afternoon, September 17. More than 1,000 tow planes and gliders took part in this, the biggest airborne operation ever attempted. Both parachutists and glider troops were employed, and they were escorted to their objectives in advance of the British Second Army on land by swarms of fighter planes ready to knock out the German flak batteries below and to keep Nazi aircraft out of the sky. The operation was an immediate success, and soon reports were coming through that land and air forces had joined up. After the first landings, others were made in similar fashion, whilst supplies were also dropped to the men by parachute. The pictures reproduced here were taken before, during and after the operation

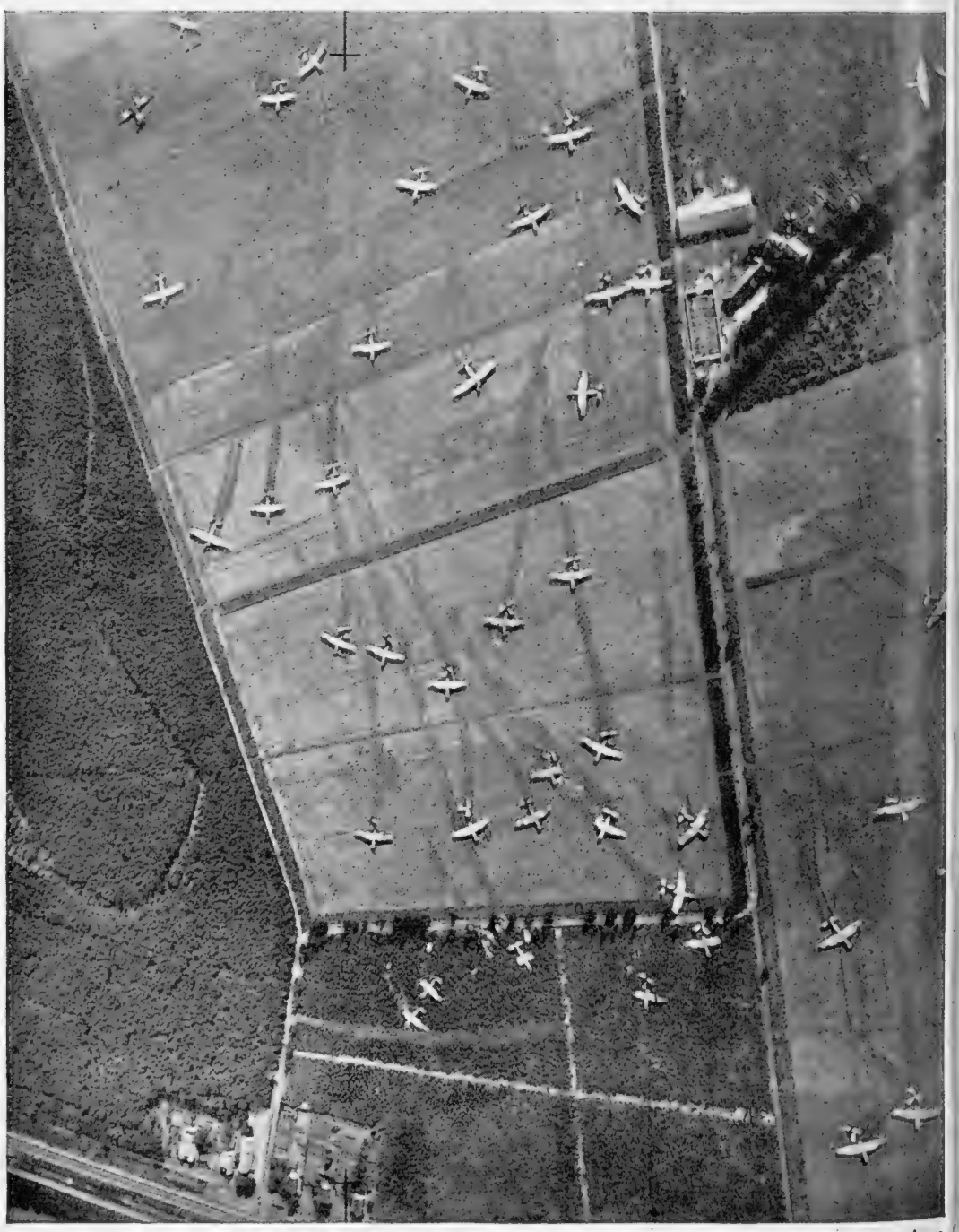
LONG LINES OF AMERICAN DAKOTA TRANSPORTS drawn up on an English airfield to load Allied paratroops for the invasion of Holland on Sunday, September 17

FIRES BURNING AMONG THE WOODED DUTCH COUNTRYSIDE as the Allied air fleet arrives over the target area

A WATCHFUL GUNNER IN AN ESCORTING AIRCRAFT as the huge fleet speeds on its way for the assault on German-occupied Holland



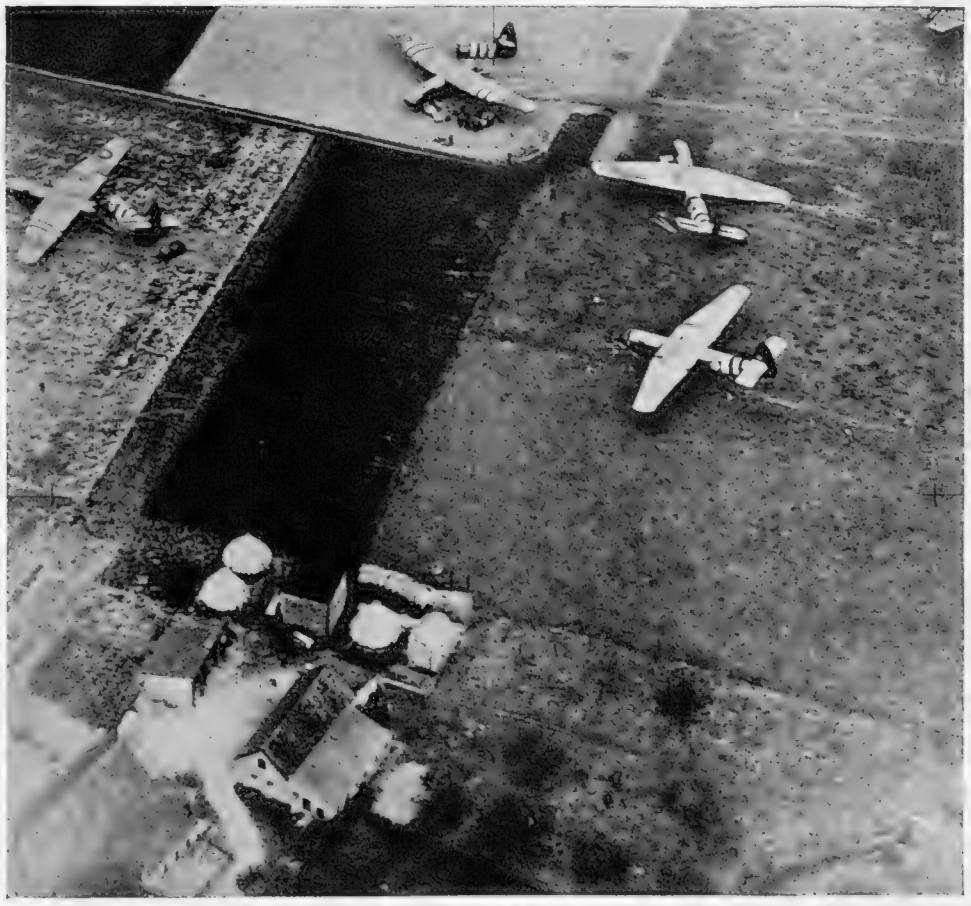
ONE OF THE R.A.F. STIRLING CREWS being interrogated by a W.A.A.F. intelligence officer on their return from the operation in Holland



GLIDERS LYING AT THE END OF THE TRACKS MADE IN LANDING IN HOLLAND. Nearly all of them have already detached their tails for quicker unloading of their supplies: some in the foreground have crashed their wings after running into the scrub

PARACHUTES CONTINUE TO FALL on a landscape already covered by gliders and airborne troops, while Allied aircraft pass overhead. To the parachutes were attached containers with further supplies and equipment for the men on the ground

HOW THE AIRBORNE ARMY FLEW ACROSS BELGIUM : Two pictures taken in the village of Gheel as the hundreds of planes flew in from England. This village had only recently fallen into Allied hands. The aircraft in both pictures are Dakota transports



FOUR GLIDERS WHICH LANDED NEAR A DUTCH FARM unloading men and supplies : the tails of the two seen on the left have not broken ; they have been detached to assist the task of unloading. The huge wing-span of the gliders can be gauged by a comparison with the farm buildings in the bottom left-hand of this picture

HOW THE CANADIANS ENTERED THE HISTORIC CITY OF GHENT, IN BELGIUM—The scene at the ancient lock-gates of the Rabot, as the first-comers hurriedly debussed to deal with the Germans, who still resisted as the Allied troops entered—*Drawing by W. G. Whitaker*

THROUGH BELGIUM AND INTO HOLLAND

With General Dempsey's Second British Army and the Canadians

In their rapid advance through Belgium, the Allied Armies did not stop to deal with isolated pockets of Nazi resistance, but swept right on in the general direction of the Dutch border. Famous and beautiful cities fell one after the other into our hands—Ghent among them. It was occupied only after some heavy fighting, however, in which the Canadians played a prominent part. The scene of the above drawing is alongside one of the canals which divide the town into no fewer than thirteen islands: it shows the small fort with twin conical turrets known as Le Rabot, which was built in the years 1489-91. Whilst the Germans were resisting the Second British Army on the Albert Canal, others were trying to hold up the advance at Ghent—but their efforts were unavailing, Canadian armour and infantry soon clearing out this pocket of resistance

THE FIRST DUTCHMEN ENCOUNTERED by the British forces in their drive into Holland: These were two young members of the Dutch underground movement, with armbands bearing the national colours. There were Germans within 300 yards of this post, who kept opening up with their Spandau guns

TWO PICTURES SHOWING ALLIED CONVOYS ON THE MOVE INTO HOLLAND: *On the left*, **the vehicles are seen head to tail;** *above*, **a long line of amphibious ducks is moving forward. The immunity from German air attacks is demonstrated in these two views: the densely-packed columns would have been "asking for trouble" were it not for Allied air supremacy above the supply routes of Belgium and Holland**

HOW THE BRITISH TANKS AND INFANTRY ADVANCED INTO HOLLAND. As the armour cleared the roads ahead, the infantry followed in their wake to rout out any pockets of the overrun enemy. Waiting by the roadside were field-guns and anti-tank weapons, ready to take up their positions when the way ahead had been cleared. These tanks, guns and infantry had come many hundreds of miles from Normandy to enter Holland in this fashion, after having liberated Belgium almost in their stride

THE PROBLEM OF SUPPLY

OWING TO THE SPEED OF THE ADVANCE TOWARDS HOLLAND, THE BRINGING-UP OF SUPPLIES WAS A VITAL TASK. The rapidly-advancing armoured spearheads had to be reinforced along a 400-mile route from the bases in Normandy—*Drawing by W. G. Whitaker*

During the phenomenally-rapid advance through Belgium, General Dempsey sent a message to the R.A.S.C. in which he said that "the final defeat of the Germans depends to a large extent on the speed and efficiency with which petrol and other stores can reach our fighting troops. . . . Heavy support guns and infantry are moving up all the time." Correspondents in the van have described how a shuttle service of lorries, which raced backwards and forwards from rear to front, brought up the infantry. The troops marched for two days, twenty miles a day, and then on the third day were taken forward in lorries: in this way they were rested by the time they reached the forward fighting zones. This is the scene depicted in the drawing above. On the right, infantrymen are seen waiting to embus: others have already done so. Small-arms ammunition is being loaded up on to other vehicles, whilst, on the extreme left, a sergeant is waiting, watch in hand, to give the signal for the whole column to move off in accordance with a pre-arranged time schedule

THE COMING OF THE BLACK WIDOW. THE NEW AMERICAN NIGHT-FIGHTER, which has now been reported to have been in action from bases in France—a rear view of the powerful aircraft, which weighs ten tons

The Black Widow is the name which has been applied to the Northrop P-61 night-fighter. The use of these aircraft was only recently revealed after they had proved themselves in actual combat over the European battlefields. Flying from bases in France, they have been in action in defence of the American forces on the Continent, operated by the U.S. Ninth Air Force. The P-61 is one of the heaviest fighters ever built, and the first American night-fighter to fly in the European theatre. It is a high-altitude aircraft, with a speed equal to that of any machine on any war-front, and with a very high rate of climb. Its technical radius, which cannot yet be disclosed, is considerable. It is a three-seater, and its weight is about ten tons—as large as a medium bomber. It first went into action over the flying-bomb sites, from bases in Southern England. The two engines are Pratt and Whitney double Wasps, each generating 2,000 h.p. The aircraft is heavily armed, with guns firing fore and aft, and its equipment includes all the latest developments in night-flying devices; according to a Swedish report, it even has a new type of aerial Radar installation

FIRE POWER
on the
NEW BOMBERS
and
NIGHT-FIGHTERS
Some Amazing Developments shown in the Newest Photographs

THE BLACK WIDOW IN FLIGHT, showing the distinctive markings with which it has been painted

A VIEW OF THE COCKPIT AS SEEN FROM THE REAR: The Black Widow night-fighter has a crew of three, one of whom has a seat looking out over the tail-end of the plane

HOW THE P-61, OR BLACK WIDOW, IS BROUGHT TO ENGLAND. They are shipped across the Atlantic on the decks of freighters, and are quickly fitted up for operational work in American air bases on this side of the Atlantic. Wings, tail sections and propellers are attached at the service bases here

THE NEW NAZI JET PLANE MAKES ITS APPEARANCE OVER FRANCE, AND IS SHOT DOWN BY TWO AMERICAN THUNDERBOLTS. A scene during the combat, showing the modernistic "flying-wing" appearance of the newest German aircraft—*Drawing by Roland Davies*

The Me. 262 is a twin-engined aircraft, rocket-propelled and without airscrews. It was first mentioned at the end of August, when one was reported to have been shot down over France. This aeroplane is probably a development of the single-engined, rocket-propelled Messerschmitt 163 encountered—and shot down—over central Germany by American pilots in mid-August. The 163 was described at the time as being of modernistic "flying-wing" design, used for short-range fighter duties. Its speed over a short distance is extremely high. The 262 was probably developed at the same time. It is powered by two jet engines: there are no propellers, and the aircraft is thus enabled to use a short undercarriage and to be fully streamlined, as depicted by THE SPHERE'S artist in his drawing above. The 262 has been designed primarily to stop the daylight-raiding Flying Fortresses: it is very fast in level flight, especially when operating at a great altitude. The aircraft was sighted at a low level and the two American Thunderbolt pilots at once dived on it. The Nazi took evasive action and crash-landed in a field the 262 did not break up, but the Thunderbolt pilots set it on fire with their guns:

A NEST OF GUNS IN THE NOSE OF AN AMERICAN BOMBER: This is a frontal view of the B-25 Mitchell medium bomber in its newest guise. Eight ·50-calibre machine-guns have been installed in front of the pilot, with their deadly barrels protruding forward in the manner shown here. In addition, there are six more forward-firing weapons, two waist guns and two tail guns. Plus a normal bomb-load, these must make the Mitchell one of the world's most heavily-armed aircraft

THE NUCLEUS OF THE SUPER-FORT'S TERRIFIC GUN-POWER: The tail turret of the new B-29 Super-Fortress packs a bigger punch than any of the other four gun-positions on the bomber. While the upper and lower forward gun-turrets, and the upper and lower rear turrets, each mount two ·50-calibre guns, the tail turret mounts—in addition—a 20-mm. cannon which can hurl explosive shells more than ¾ in. in diameter. All the guns are operated by an electrical fire-control, which makes possible the operation of all guns by gunners in different parts of the bomber. This is the first picture to reveal the gun-positions on this new "super" aircraft

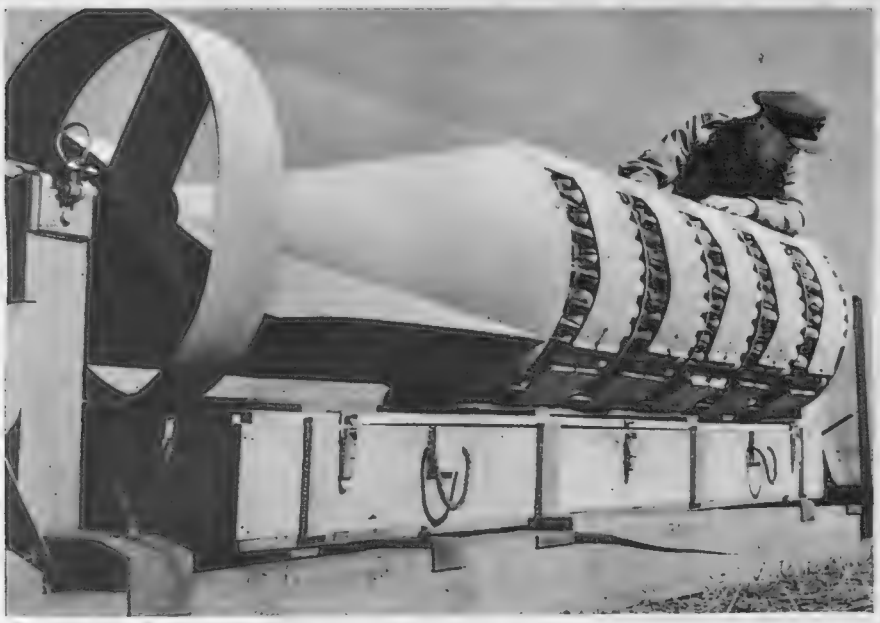
TRICKS and DEVICES of the GERMANS

Pictures from France, Belgium and Italy taken during the Course of Recent Operations in these Battle Zones

HOW THE GERMANS CAMOUFLAGED A BOMBER AIRFIELD NORTH-EAST OF BRUSSELS: This replica of a building in a Belgian village housed the airfield's flying control. It was obviously intended to suggest a château

IN THIS CAMOUFLAGED HANGAR, a café shop-front was built

In an attempt to stop the R.A.F. from bombing their airfields in Occupied Belgium, the Germans resorted to ingenious methods of camouflage. One big bomber station near Brussels was adapted to represent an entire Belgian village. The shell of a château was built up on the airfield, with houses and shops around: constructed of plaster and timber, these structures were put over the existing brick hangars and airfield buildings. In spite of this elaborate and costly form of camouflage, however, the R.A.F. continued to attack the airfield. When the British took it over, they found that considerable damage had been wrought by bombs to this faked "village"



FOUND ON THE BELGIAN AIRFIELD: A huge bomb containing a large number of incendiaries, prepared for loading on to a Nazi aircraft. The Germans had to leave in such a hurry, however, that they did not have time to destroy it before the British entry

PREPARED BY THE GERMANS IN ITALY, but never used: This picture comes from the Gothic Line: it shows what is believed to be a German flame-thrower. A large number of these were placed in positions to break a British advance through the German minefields covering their infantry positions. But the advance of the Eighth Army was too sudden at the Adriatic end of the line to permit of their use

ABANDONED BY THE GERMANS IN FRANCE: One of the dummy wooden guns of a German anti-aircraft site near St. Pol, north-west of Arras. This was intended to deceive low-flying reconnaissance aircraft and to keep them away from a vital spot by suggesting a greater A.-A. strength than was actually the case

FRENCH GUNS WHICH DEFENDED THE GERMAN-HELD BELGIAN COAST: Many French 155-cm. guns were found at Middelkerke by the Canadian Army. They had been placed in commanding positions, with an all-round field of fire for coastal defence. The two seen above were moved by Canadian artillerymen to another site, where they were brought into use against the Nazis

THE AMERICANS IN THE PACIFIC WAR ZONE ARE USING THE FINEST EQUIPMENT, AND THE MOST UP-TO-DATE MEANS OF TRANSPORTING IT. Aircraft which were carried as "pieces of luggage" in Tank Landing Ships being taken to the actual invasion beaches as required—*Drawing by Roland Davies*

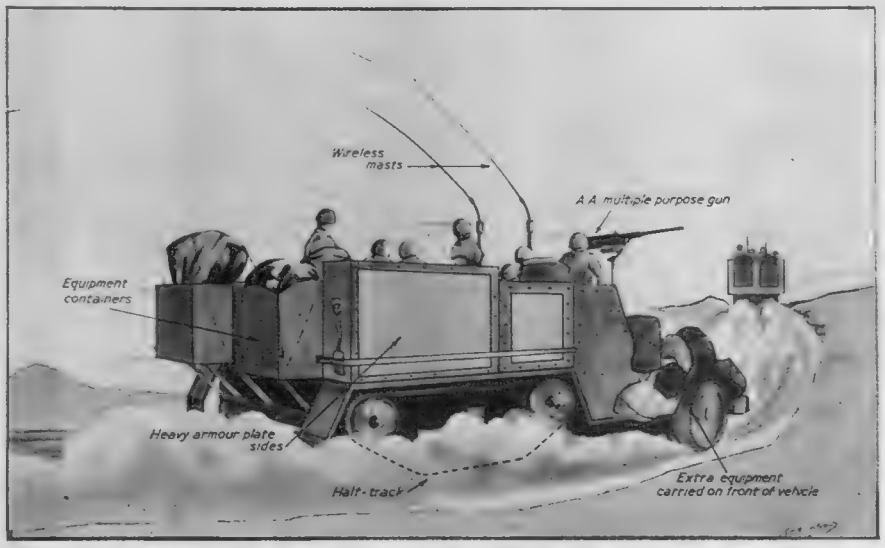
This incident occurred during the American attack on the Japanese-held Wakde Island, on the northern coast of Dutch New Guinea. A three-day battle ensued, which resulted in the capture of the island. The drawing shows one of the preparations for the assault: American soldiers and marines are unloading a small observation and reconnaissance aircraft from a Tank Landing Ship, on which it had been placed just like a piece of luggage. Not only are the American forces in the Pacific (as, indeed, in every theatre of war in which they are engaged) equipped with the most up-to-date material, but they also have transport in such numbers to ensure that it reaches the battlefront at the precise moment that it is needed

The EQUIPMENT of the U.S. ARMY

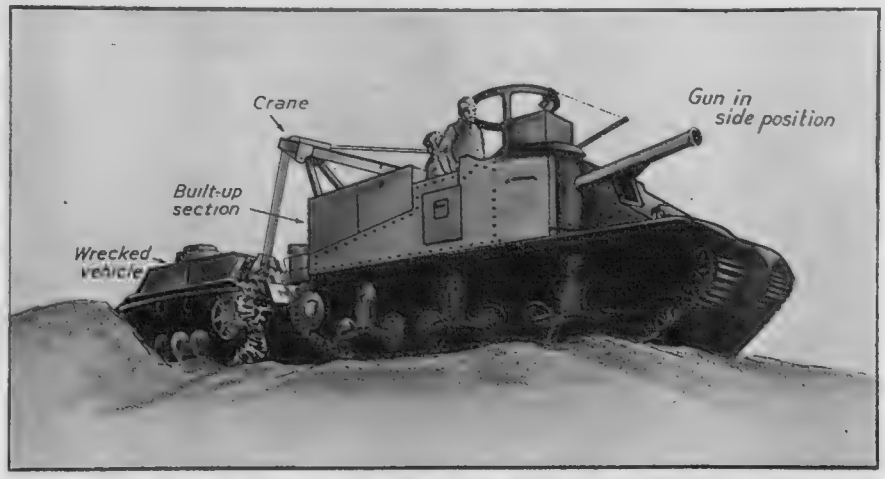
JET UNITS TO ASSIST AMERICAN AIRCRAFT AT THE TAKE-OFF: A carrier-borne plane leaving the flight deck with the aid of oxygen propellants

A GRUMMAN WILDCAT LEAPS INTO THE AIR with the aid of five small jet units

On left—The U.S. Navy Department has just announced from Washington that it has developed, for immediate use, jet-propulsion units to assist aircraft borne on carriers and flying boats to take off with heavier loads, in shorter spaces and at greater speeds than have hitherto been practicable. The jet units are known as "jato" in the Navy. They resemble bombs, except that they are affixed to the fuselage of the plane instead of being under the wings or enclosed in bomb bays. They contain solid propellant, which includes oxygen, and are ignited by electrically-controlled sparking plugs. The escaping steam (so prominent a feature in both the pictures given on the left) gives the plane its "thrust." One of the first series of take-offs employing the jet-unit device was made by the Navy as far back as March 1943, when Capt. Wm. L. Gore was the pilot. The first flight from a carrier was made a fortnight later, when the same Wildcat plane was used—by Commander Leroy G. Simpler, of the U.S. Navy



THE FULLY-MECHANISED U.S. ARMY AND ITS EQUIPMENT: A half-track vehicle which can serve a variety of purposes—*Drawing by B. C. Wood.* This up-to-the-minute transport is equipped with an anti-aircraft gun to guard itself and the convoy of which it might form a part; wireless masts, to keep in touch with headquarters; huge lockers for equipment and supplies, with additional space for equipment in front; and half-tracks for negotiating difficult and broken country. It is typical of the fine material with which the American Army is equipped



AN AMERICAN TANK-RETRIEVER HAULING OUT A WRECKED VEHICLE: This is more than a salvage vehicle—it is also a tank, capable of its own defence in the front line or on the battlefield. It consists of a tank chassis, complete with gun, on to which a crane has been built at the rear. Its tracks enable it to traverse any type of terrain in the course of its retrieving duties

PICTURES from GERMANY
and other War Zones Throughout the World

A PICTURE FROM GERMANY WHICH HAS AROUSED CONSIDERABLE CONTROVERSY IN ENGLAND. It was amongst the first to be received in this country after the Allied forces had penetrated into the Reich: it was taken in a German village in the Aachen sector, about 40 miles from the great industrial centre of Cologne, and shows "Corporal Mel White, of Harlem, Iowa," sharing his American rations with a large German family. Since the picture was published many people have protested against this fraternisation with our bitterest enemies, and an order has actually been issued prohibiting the Allied troops from duplicating this action

GERMANS ON THE FRONTIER await the arrival of the Allies into the Reich. At this frontier village near Aachen, the border is indicated by a fence which runs in front of the cottages. It has now been left far behind by the Allied Armies pressing into Germany

IN BELGIUM, AS IN FRANCE, THE HUNT FOR "COLLABORATORS" GOES ON. Here one is being marched through the streets of Louvain by men of the "White Army." Over his head he holds a board which declares in Flemish, "I am a traitor"

FIVE TRAITORS IN LUXEMBOURG are marched to prison escorted by men of the Resistance Movement. They have swastika flags draped over their backs. Despite that a great majority of English people view with distaste the arbitrary and harsh treatment of "collaborators" in the liberated countries, demonstrations against the local traitors and quislings continue in most French and Belgian towns. Here are two scenes from Belgium and Luxembourg. The man on the left has obviously been physically maltreated, his face bearing the marks of severe punishment

BACK TO THE MAGINOT LINE; French troops again man the line of fortresses. It has taken France more than four years to regain her sadly discredited frontier line. But now French troops are again in possession of the chain of pill-boxes and underground fortifications of which it is composed

THE ALLIED GLIDER WHICH WAS PREVENTED FROM CRASHING ON AN ENGLISH TOWN during the airborne invasion of Holland. The pilot of a glider packed with explosives, which got out of control as reinforcements for the Allied Airborne Army in Holland passed over an English town, had to cut his aircraft adrift from the towing plane. He managed to fly the glider over the town at almost roof-top level, and then crashed into the sea. Five members of the crew were afterwards rescued by an R.A.F. Walrus flying-boat and life-boat

AFTER THE R.A.F. RAID ON EMDEN ON SEPTEMBER 6. The great devastation in the centre of the town, where large areas have been completely obliterated. On September 6 aircraft of R.A.F. Bomber Command attacked Emden in force. Reconnaissance pictures, taken by aircraft of a Photographic Reconnaissance Unit of Coastal Command, show that very heavy damage has been inflicted on the town inside the limits of the moat and extending through and around the Alter Binnenhafen. In this area—which contains the heart of the city—nearly every structure has been destroyed

R.A.F. BEAUFIGHTERS BLOW UP ENEMY SHIPS IN THE NORTH SEA. On September 17, Beaufighters of Coastal Command attacked two heavily-armed German ships in the Heligoland Bight. One blew up and completely disappeared after the attack, while the other vessel was left blazing and out of control. During the engagement, the enemy's flak was completely silenced. This picture was taken as two of the Beaufighters were going in low: rockets and cannon-fire are seen to be raking the ship, which is already beginning to take fire

FRENCH RAILWAYMEN REPAIR THE DAMAGED RAILWAYS BEHIND THE FIGHTING AREA. Before the liberation of Northern France by the Allied Armies, aircraft of R.A.F. Bomber Command carried out numerous raids on French railways and German lines of communication. Now that the railways are in Allied hands again, French railwaymen are repairing the damaged tracks and buildings. This picture was taken at one of the bombed stations, where repairs were effected by Frenchmen who had been liberated only a few days previously

AN AMERICAN HELICOPTER MAKES ITS FIRST CARGO-CARRYING FLIGHT. The scene in Cambridge, Massachusetts, as a ribbon was cut to release the aircraft on the first cargo-carrying flight by helicopter ever recorded. Sponsored by a Massachusetts firm, working in co-operation with the local War Finance Committee, to spur the sale of War Bonds and stamps, the flight followed an all-day exhibition of the strange machine. The journey was made over a proposed post-war commercial air route

TWO R.A.F. NURSES WHO WERE THE FIRST WOMEN TO RETURN TO IMPHAL, IN BURMA. Two sisters of Princess Mary's Royal Air Force Nursing Service were the first women to return to Imphal after British and Allied troops raised the Japanese seige of the town. All British women were evacuated when the Japanese first threatened the area. The two were Sister Mary Patricia Dawson, of Leigh-on-Sea, Essex, and Sister Barbara MacDonald, of Calne, Wiltshire, who were rushed by air to nurse a New Zealand officer dangerously ill with tetanus. Sister Mary Dawson is on the left and Sister Barbara MacDonald on the right

WHAT ARE WE TO EXPORT?

A Problem which will Become Vital to this Country the Moment the War with Germany is Over

By CHARLES GRAVES

WITH the end of the war apparently in sight, manufacturers all over the country are wondering about the prospects of British exports overseas. Commercial radio is not permitted in this country, and so our manufacturers do not have the advantage of using our overseas service for advertising purposes; they are only really able to do it through the foreign radio stations on the spot.

At the moment, every industry in the country is harnessed to the prosecution of the war to a major extent. It is also subject to various controls—of man-power, factories, storage places and material. One can divide industry as a whole into three categories.

The first is one like cotton, where all the raw material has to be imported. A good example of the second are pottery and whisky, the clay for the pottery being indigenous like the ingredients which go to make whisky. The third category includes the iron and steel industries, where we have indigenous supplies; but in this connection we must remember the Lend-Lease White Paper, in which Great Britain had to undertake to America not only not to export goods under Lend-Lease, but also not to export goods made of similar raw materials except under agreement with the United States. This meant, in effect, that we cannot export machinery unless the United States is satisfied that this machinery consists of replacements or spares for British machinery overseas. Even then, this can only be done if the United States cannot, or does not wish to, supply the goods itself. Certain goods, like Harris tweed, made of special wool by special processes, can be exported to hard-currency countries; but, as a whole, woollen goods cannot be sent overseas because much raw wool has to be imported, and anyway, practically everybody wears uniform of some kind as a result of the war.

In the case of pottery, decorative china is exported, even though we in England mainly use utility stuff. This is partly because pottery workers and the potteries themselves have been directed to the war effort.

Antiques, of course, can be exported; but when it comes to bicycles the export is purely in token quantities in addition to a few spare parts. There is no question of books being exported; nor is there any hope of motor-cars being exported as things are.

Combined Planning, a phrase used in connection with the strategic prosecution of the war, is also being used in connection with post-war trade. It has been officially announced that we do not propose to surrender our South American markets to the United States; but if this Combined Planning is to remain in force for any length of time, and the United States is already able to switch a great deal of its war effort back to peacetime manufacture, the prospects for British exports are not very rosy. If the Atlantic Charter were regarded as a practical prophecy, it would mean that there would be no import duties anywhere among the United Nations; this in turn would mean that the country most suited for mass production could undersell all the others.

In the meantime, Canada, South Africa and Australia have become highly mechanised (Australia, for example, never made a motor-car of its own before the war. To-day it can make tanks and aircraft as well as anybody). It is piously hoped by the Department of Overseas Trade that Great Britain will continue to make specialised machinery which cannot be manufactured in the Dominions, but when I asked for particulars they were not available. The whole question of import duties remains unanswered; so does the length of time over which the controls of man-power, factories and raw materials will extend.

Naturally, the United Nations had to make all kinds of plans for supplying essential goods to the occupied countries, basing their estimates on the assumption that conditions would be deplorable. The first 100 days of the liberation of Europe have shown conclusively that the state of affairs is infinitely better than was optimistically hoped. One can conclude, therefore, that UNRRA will have very much less to do in the way of the actual supply of goods than was first thought. Incidentally, while Great Britain has lost the vast bulk of her assets overseas by their transfer to the United States to finance our Purchasing Commission, France's millions of gold and other assets overseas have been frozen and remain intact.

At present, the three main groups of the relics of our export trade are:

(1) Food, drink and tobacco.
(2) Raw materials and articles mainly unmanufactured.
(3) Articles largely or entirely manufactured.

This third group is easily the largest. As for the item of food in Group 1, this, I am assured, consists largely of cocoa and biscuits; many people must view the export of biscuits somewhat gloomily.

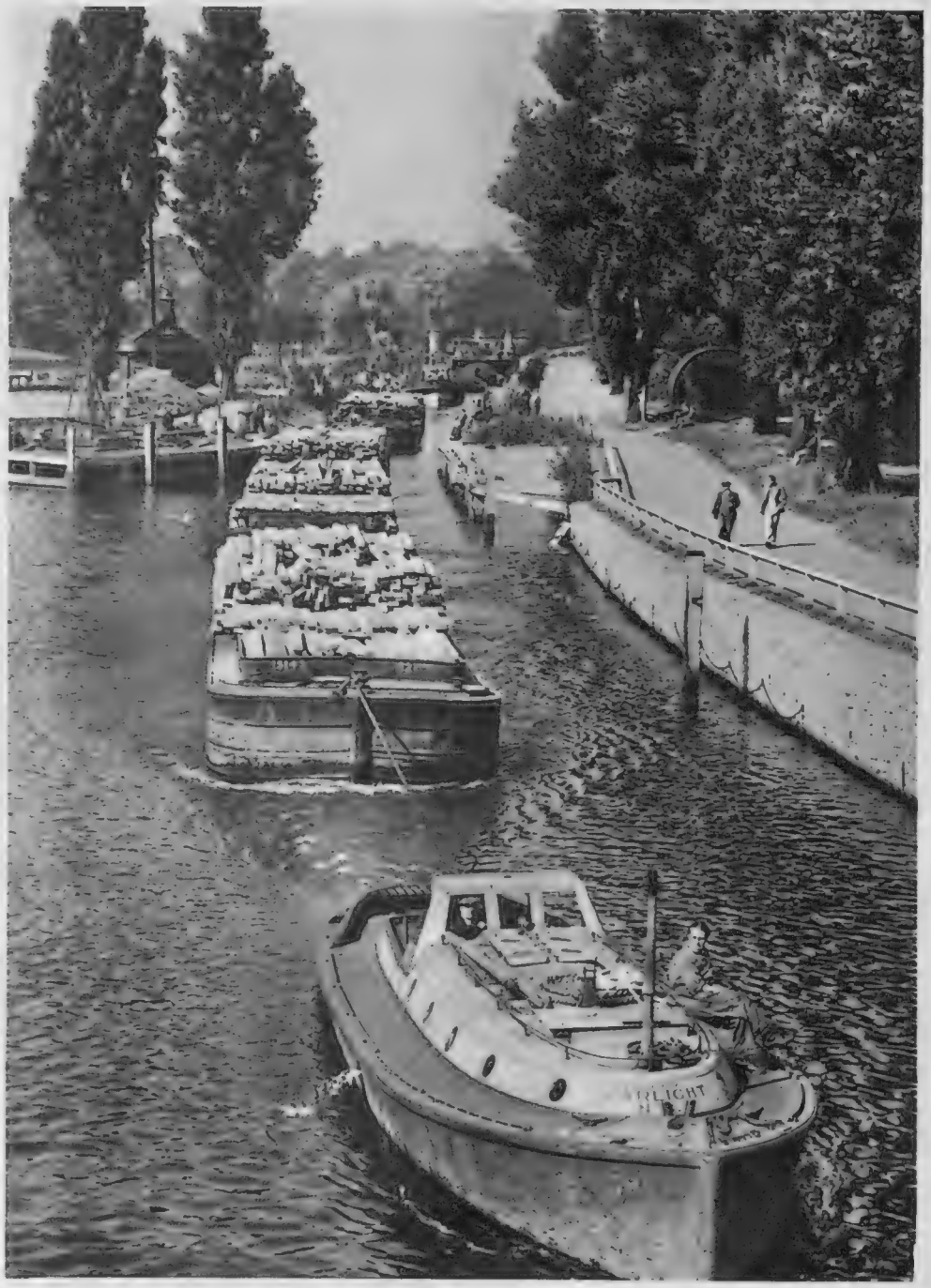
It is presumed that when the surrender of Germany occurs there will be an enormous demand for consumer and capital goods all over the world, so enormous that there will be no question of satisfying it for some time to come. During these initial stages before the return to normal, Combined Planning will see to it that those countries most suitable for supplying local demand will do so. In the meantime, our undertaking in the White Paper before Pearl Harbour continues to be effective, although the Department of Overseas Trade hopes that modifications may occur. Nobody seems to know what British exports will be taken by Russia; or even whether they will want anything more than technical assistance. On the face of it, one would think that they would need anything from machine-tools to hydro-electric stations, but they may prefer to make their own. Indeed, it seems perfectly possible—even probable—that Russia will enter the export market, though this may not occur immediately.

Thanks to the slump in the production of coal in this country, due to the Porter Award and similar legislation, the only coal that can be possibly allowed to leave this country is exported for purely military and/or political reasons.

The coal situation, unless it is properly handled, will prove a real stab in the back to British exports after the war. Manufactured goods all depend primarily on coal, which provides the electricity, gas or other motive and heating power for the manufacturing of goods. If the coal-miners' wages continue to be paid on a basis which bears no real relation to their individual output, our goods will be saddled with overhead expenses so high that they will not be able to find any purchasers overseas. It takes tons of coke or coal to make one ton of steel, and if their price to the consumer continues at present level there will be no chance for the manufacturer to sell his finished goods at a price which could compete with that of other countries. This in turn means that the manufacturers will not prosper; they will have to use less coal, and at once a vicious circle is formed. No wonder that manufacturers who relied largely before the war on their export trade are feeling gloomy. The Department of Overseas Trade is giving them absolutely no lead whatsoever; the most nebulous phrases are used, and it is impossible to secure any actual facts, figures or even promises. Every attempt to secure a direct answer is frustrated by the use of this portentous phrase, "Combined Planning."

One can well understand that it is the desire of the authorities to finish the war without any slackening of the war effort in this country. British manufacturers, however, are much concerned with the recent switch-over to household goods and other articles capable of manufacture which has been in operation since August 8. It is understandable that the Americans want to be first off the mark after the war; it is natural for any country to desire this. But at present it looks as though Great Britain's manufacturers will start blindfolded in the race for the export market, in addition to the fact that British man-power has been at war since September 1939 and its factories and communications have been blitzed regularly over long periods of time.

To end on a more optimistic note, however, this country has acquired one tremendous benefit from the war: the total mobilisation of men and women has resulted in the training of millions of people who began as green labour in 1939 and who are now semi-skilled or even skilled. A country's wealth is not merely a question of gold; it is a combination of raw products and individual aptitude, application and manufacturing skill. In this, Great Britain has not an equal, but it seems hard that so little practical planning seems to have been done by the Department of Overseas Trade to facilitate the immediate resumption of our exports after the war.



INDUSTRIALISM INVADES THE PLACID THAMES: Nowadays, the upper reaches of the river are no longer wholly given over to punts and skiffs and launches. Essential cargoes, such as coal, timber and other commodities, are constantly being towed to points formerly covered by land transport; and these riverine convoys frequently make a striking contrast to their picturesque surroundings

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

PICTURES OF HOME INTEREST

PRESSED-STEEL EMERGENCY "WINDOWS" FOR THE LONDON BUSES: When bus or trolley-bus windows are "blasted," London Transport engineers have discovered a quick method of getting the vehicle into service again within a short space of time. Thin sheets of steel, the same size as the glass windows, are used and are fitted in the same manner. Two diagonal "creases" in the middle give the sheet a slight bulge in the centre, and this is found to resist "blast" very satisfactorily. It also gives the bus a better appearance and better insulation from wind and rain than the wooden panels formerly used

A BOATWOMAN ON HER BARGE ON AN ENGLISH CANAL: These women have been trained under a special Ministry of War Transport scheme to operate barges on the many canals throughout the country. Most of them are under twenty-four years of age. On each barge, in a convenient position, are two sizes of horns: these are for use as a warning signal when danger appears to be threatening ahead

THE HUTS TO BE ERECTED ON BOMBED SITES TO HOUSE LONDON'S HOMELESS FAMILIES: Wood and asbestos huts are being built on bombed sites in London to tide the homeless over the winter months. These will have accommodation for a family of five, with one living-room, two bedrooms and a kitchenette. The hut is 23 ft. by 20 ft.: the living-room is 11 ft. by 19 ft., and the two bedrooms are 12 ft. by 10 ft. The latter lead off from the living-room, and each has a special heating plug. In the kitchenette, fitted with a brick fireplace and a dining recess, there will be a draining-board, a sink, an electric wash-boiler, an electric cooker, a folding-table, two shelves and a food cupboard. This picture was taken as the last touches to the first prefabricated hut were being made in Glengall Road, Poplar. This hut should not be confused with London's housing plan: it is only a temporary measure to tide the homeless over the winter months

A PEACETIME SCENE IN THE COTSWOLDS: The Wye Valley Otter Hounds out for a day's sport: A picture taken during a recent two-day meet at Bourton-on-the-Water, when they worked the River Windrush—the trout stream which runs through the town and gives Bourton its name of the "Venice" of the Cotswolds." In most parts of the country such sports are now in abeyance, and it is only occasionally that hounds can be properly exercised in the manner for which they were trained

A RIDING SCHOOL IN BERKSHIRE RUN BY A GIRL OF FIFTEEN: *On left*—**Miss Jenny Macdonell, the "owner"; *on right*—With her beginners on a wooden horse.** Early this year, Jenny Macdonell, fifteen-year-old daughter of the well-known writer A. G. Macdonell (who died recently at a comparatively early age), inserted an advertisement in a local paper in Berkshire. With her own two ponies and a third belonging to a cousin, she had decided to open a riding school. It has flourished; and Jenny has now made enough money to purchase new saddles and equipment, hay, rent and veterinary fees. The school is being operated on her mother's estate, which comprises some 120 acres

A WALKING RECORD BROKEN: Bert Couzens held the York-to-London walking record; he had completed this great distance in 38 hours. A few days ago he achieved his ambition of covering the journey in under 37 hours, when he reached London in the morning 36 hours and 55 minutes after setting out from York. This picture was taken just as he was finishing the last few yards in Fleet Street

The World of Books—By Vernon Fane

A REVIEW OF THE NEWEST WORKS

Romance in the R.A.F.; Two Detective Stories; Norfolk Personages; Complications of an International Marriage; Another Addition to the "Britain in Pictures" Series

YOU could do anything with PASTORAL (Heinemann. 8s. 6d.); film it, dramatise it, set it to music, paint it on china. . . . Mr. Nevil Shute has chosen to write it as a novel, and a darn fine novel it is. For all that, the other manifestations may follow later, because it is what in some professions is called a "natural."

It is the story of a young ex-insurance clerk, now pilot of the bomber "R for Robert," and a W.A.A.F. Section Officer on the same station. The boy is a veteran with fifty bombing flights to his credit, calm, dependable and possibly, in civilian life, rather an ordinary young man. Peter comes from High Holborn or thereabouts, and his Gervase comes from Yorkshire.

CARDINAL VILLENEUVE, ARCHBISHOP OF QUEBEC, who arrived recently in London. His plans included a visit to Canadian troops fighting on the Western and Italian fronts: after that he left for Rome, with communications for the Pope from Mr. Churchill and Mr. Roosevelt. While in London he spent some days with Dr. Griffin, Archbishop of Westminster, in whose home this picture was taken. The Cardinal is now sixty years of age; he was born in Montreal, of a very old French-Canadian family, in November 1883

They meet for the first time on the bomber station and, rather shyly, quite inarticulately, fall in love.

Gervase takes her work seriously, and her share in fighting the war even more seriously. No marriage for at least seven years is her plan, which thereby differs completely from Peter's. In the rare intervals when their free time coincides, they go for country walks together. He shows her where a badger's earth lies hidden in a wood; she gets permission for him and his air crew to fish in a nearby trout pond. Their conversations are limited, unstrained, friendly, as real as the grass under their feet, and as fresh.

Between these interludes is the other reality of Peter's bombing missions over Germany, and the dull routine of Gervase's office work. She is in the Operations Room one night during such a raid, when every aircraft is "booked in" but Peter's, and the whole station waits for the belated call of "'R for Robert' . . . 'R for Robert.'" Gervase's little plan collapses then and there, as Peter crash-lands his damaged bomber, having flown it back for hundreds of miles with little more than a wing and a bit.

The controlled excellence of Mr. Shute's writing, even in such a scene as this, is hard to over-praise. The excitement is there, to a dramatic degree, and the sentiment too, but neither is allowed to overbalance the story's natural rightness, and the result is not only Mr. Shute's best novel, but a memorable addition to the fiction of this war. "Pastoral," records the dictionary, "a simple melody."

How Mr. E. R. Punshon manages to sustain a series of detective novels all featuring the same young police inspector, and now amounting to twenty volumes, is no particular mystery in itself, because many writers have worked on the principle that you can't have too much of a good thing. So, parenthetically, have Royal Academicians, or why should there be so many pictures of sheep in snowdrifts? But how Mr. Punshon manages to make even the twentieth book in the series as fresh and bright and engaging as if the whole set-up were the very latest of new ideas is something of a puzzle, and something of a feat.

However that may be, SECRETS CAN'T BE KEPT (Gollancz. 8s. 6d.) is a first-rate Bobby Owen story, with the enterprising young man still busy on his police work in Wych County, an English shire with all the outward appearance of bucolic content, but by now the scene of an outstanding number of detected crimes.

This time there is an informer before there's a crime—a young, truculent, crippled man who insists on his deformity to a degree that excludes pity, and who becomes himself the centre of much detection-speculation. There is a murder or two, and a series of jewel robberies, and a very satisfactory climax when everything—except Inspector Owen's logical deductions—goes up in smoke and flame.

After the new Punshon, the new Warren. Mr. James Warren has not the imposing list of published works of his colleague, but he has something as valuable, in an excellent beginning. SHE FELL AMONG ACTORS (Collins. 7s. 6d.) is, I think, only his third mystery novel, but it is as effective a presentation of violent death in the "who-dunit" school as any of that school's pupils will have read this year.

Mr. Warren scores chiefly on two counts: he writes with a kind of forcible, everyday simplicity that is a great deal more telling in this kind of literature than pretentious phrase-making, and he has a good story to tell. His famous actor, the hero of countless first-night triumphs, who really despises the theatre and its literary fringe, is a real creation, and, except for the home-loving detective, quite the most agreeable person in the book. It's a pity that he has to be the victim of what might be described as a particularly clean murder.

Nearly 300 years ago in Norfolk, Sir Thomas Browne wrote: "'Tis opportune to look back upon old times, and contemplate our forefathers. Great examples grow thin, and to be fetched from the passed world. Simplicity flies away, and iniquity comes at long strides upon us." Mr. R. W. Ketton-Cremer has used this passage from *Urn Burial* as very apt "terms of reference" for his NORFOLK PORTRAITS (Faber. 15s.), in which eight Norfolk personages of the seventeenth and eighteenth centuries are examined and discussed.

Not all of them can be counted great examples: one of them is even freakish; yet the contemplation of them has been, the author tells us, opportune to him in times of weariness and anxiety in the past four years, and will prove the same, in your reviewer's opinion, to those who read the resulting book now.

Chief among the eccentrics in the list is Dr. Messenger Monsey, a gentleman who died at the age of ninety-five in 1788, and who was a friend of Garrick's and Lord Chesterfield's. He was, we are assured, clumsy in his manners, uncouth in behaviour and not particularly clean. Nevertheless, his wit and malice enlivened and delighted his immediate circle—all but Dr. Johnson, who was once vehement against him as "a fellow who swore and talked bawdy." Certainly the reproduction of his portrait is intimidating rather than anything else, with its queer, light eyes and asymmetric lines. But the letters of his, quoted here, show something of the quality that made his brief fame, and I would always have a sympathy with the man who owned his "dreadful and constant reluctance to get out of Bed."

A considerable length of the book is devoted to a narrative of the decline of the great Norfolk family of Paston, and another to the effect of the South Sea Bubble on the fortunes of the family of Windham, one member of which wrote at that time: "The Directors have brought themselves into Bankruptcy by being cunning artfull Knaves, I am come into the same State for being a very silly Fool."

THE FRUIT OF ACTION (Rich and Cowan. 8s. 6d.) is a persuasive argument against international marriages, if you take it seriously, and an entertaining wartime novel, if you don't. Miss Eve Orme's heroine is an English girl who, when studying music in Germany before the last war, marries a German violinist and lives in his country throughout the war, suffering great hardships. Later, on the death of her husband, she marries an Englishman, and for a time they live contentedly together with their own son and the child of her first marriage. When the second war comes, and both boys are of military age, the tragedy breaks upon them.

Miss Orme is primarily a story-teller, not a reflective novelist, and the title is well chosen. There is more than a touch of melodrama here, but in the circumstances it is a healthy fault, and the book itself is very readable.

BRITISH MAPS AND MAP-MAKERS (Collins. 4s. 6d.) is the newest in the fine series of "Britain in Pictures," which now numbers about fifty little volumes, all produced and illustrated with admirable distinction. In the present example, Mr. Edward Lynam, who is Superintendent of the Map Room in the British Museum, writes with enthusiasm and great knowledge of our maps and charts from the days of the Plantagenets.

I am one of those (and I think there are thousands of us) who cannot resist the attraction of an old map so that, for its illustrations alone, this book will be a favourite in the series. Eight of the reproductions are in colour, and I have yet to see anything more decorative and at the same time lucid, than the plan of Chertsey Abbey, made in 1432.

A GARDEN OF WILD FLOWERS inside the bombed church of St. Bride's, in Fleet Street. They have entirely covered the floor of the wrecked church—a phenomenon noted elsewhere in London, where wild flowers seem to grow on every bombed site

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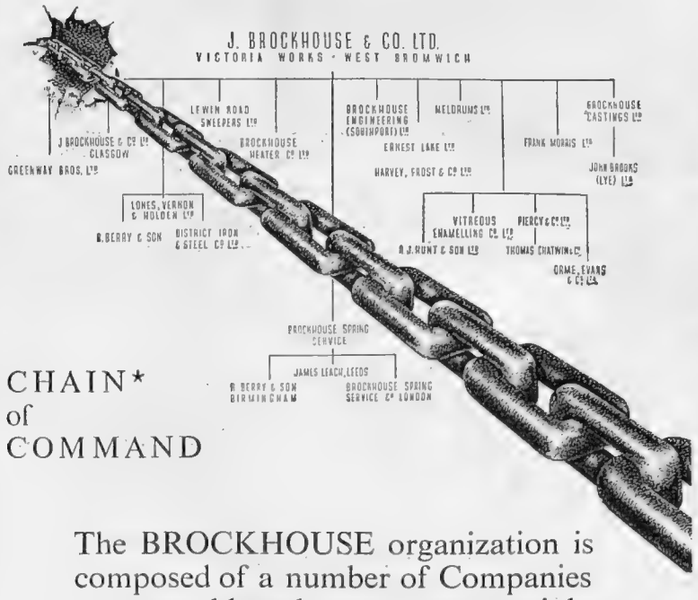

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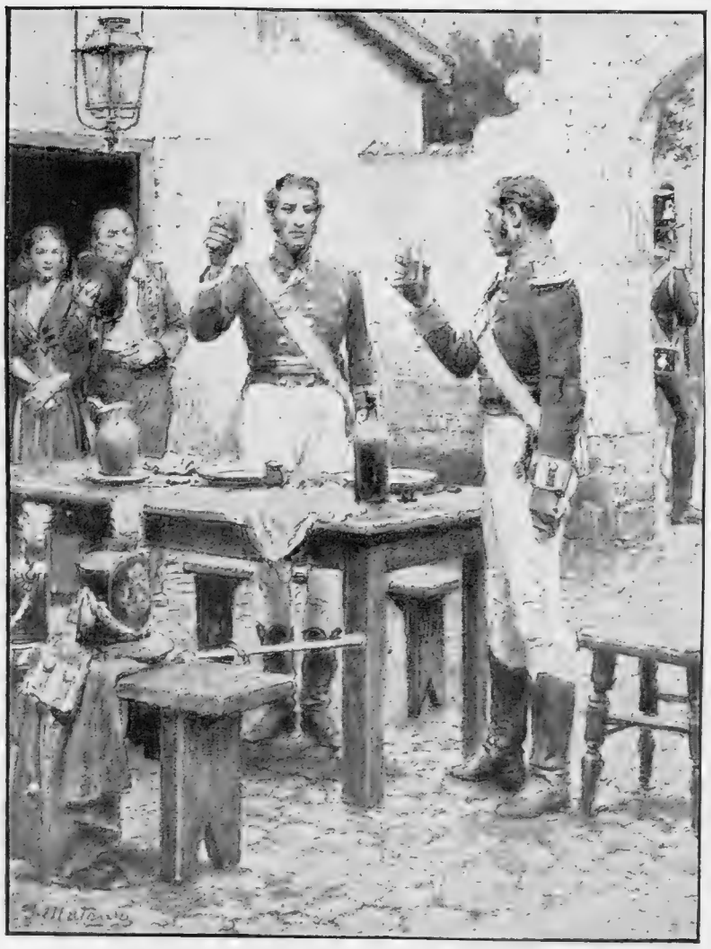

Gentlemen, "The King"

Many and varied are the traditions surrounding the drinking of the King's health in military messes. A goodly number of regiments do not toast His Majesty: others give the toast only on guest nights. So far from implying disrespect, this omission of the toast is really a mark of honour. Time was in the turbulent days when Jacobitism was still rife, when all officers were commanded to drink the King's health. But on dining in the messes of certain regiments the earlier Georges, graciously saying that the loyalty of the assembled officers was beyond question, granted the privilege of omitting the toast.

Whether the toast is honoured or not, however, is no indication of past loyalty, but due rather to the accident of a casual visit from the monarch.

One of the most striking rituals is that of the Gloucester regiment—the old 28th foot. Varying the usual formula when the President rising says "Mr. Vice, the King," and the Vice President responds "Gentlemen, the King," the Vice President replies "Mr. President, the King" and no-one else speaks. The origin of this custom goes back to the Peninsular war when at the end of the day's fighting only two officers remained alive to honour the toast.

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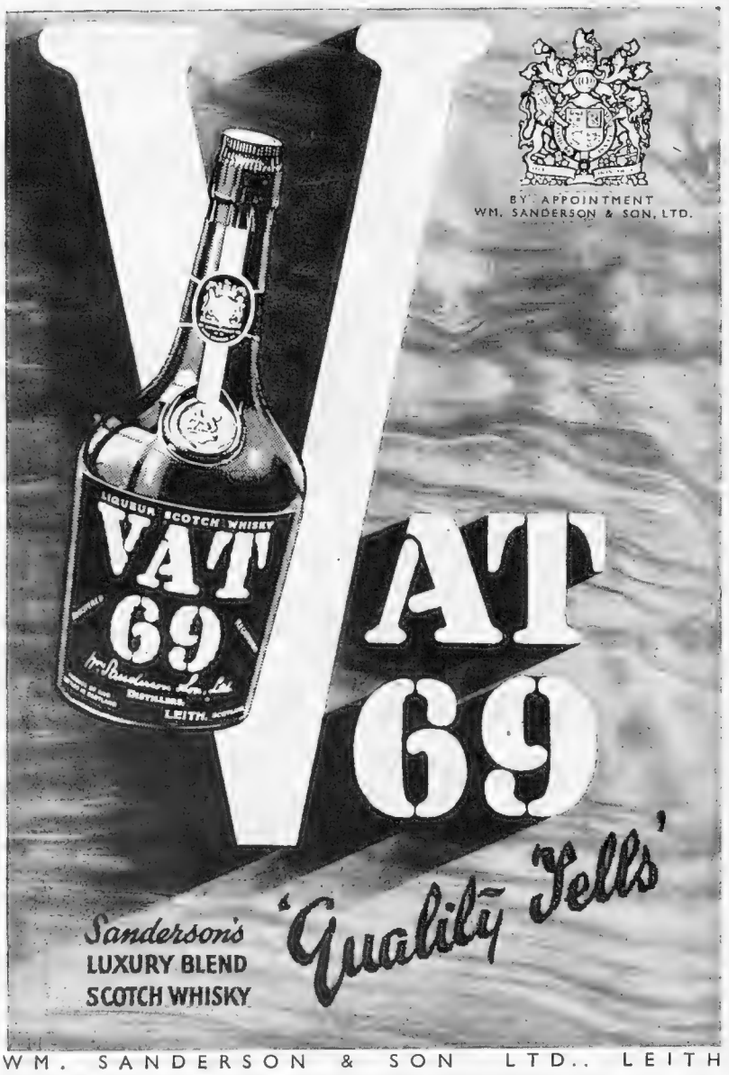

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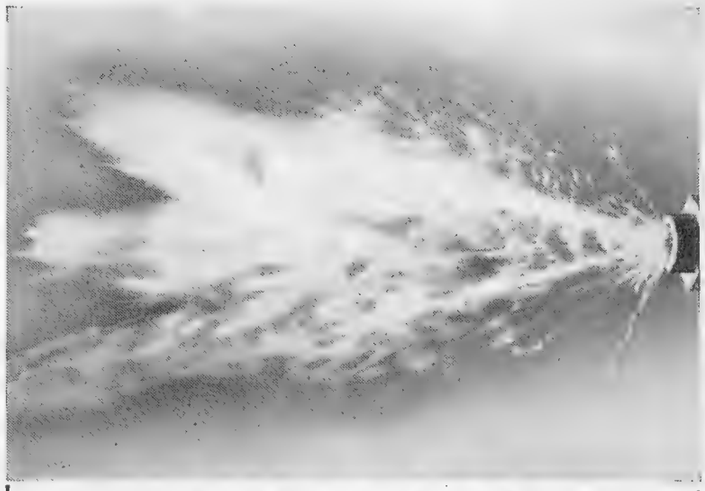

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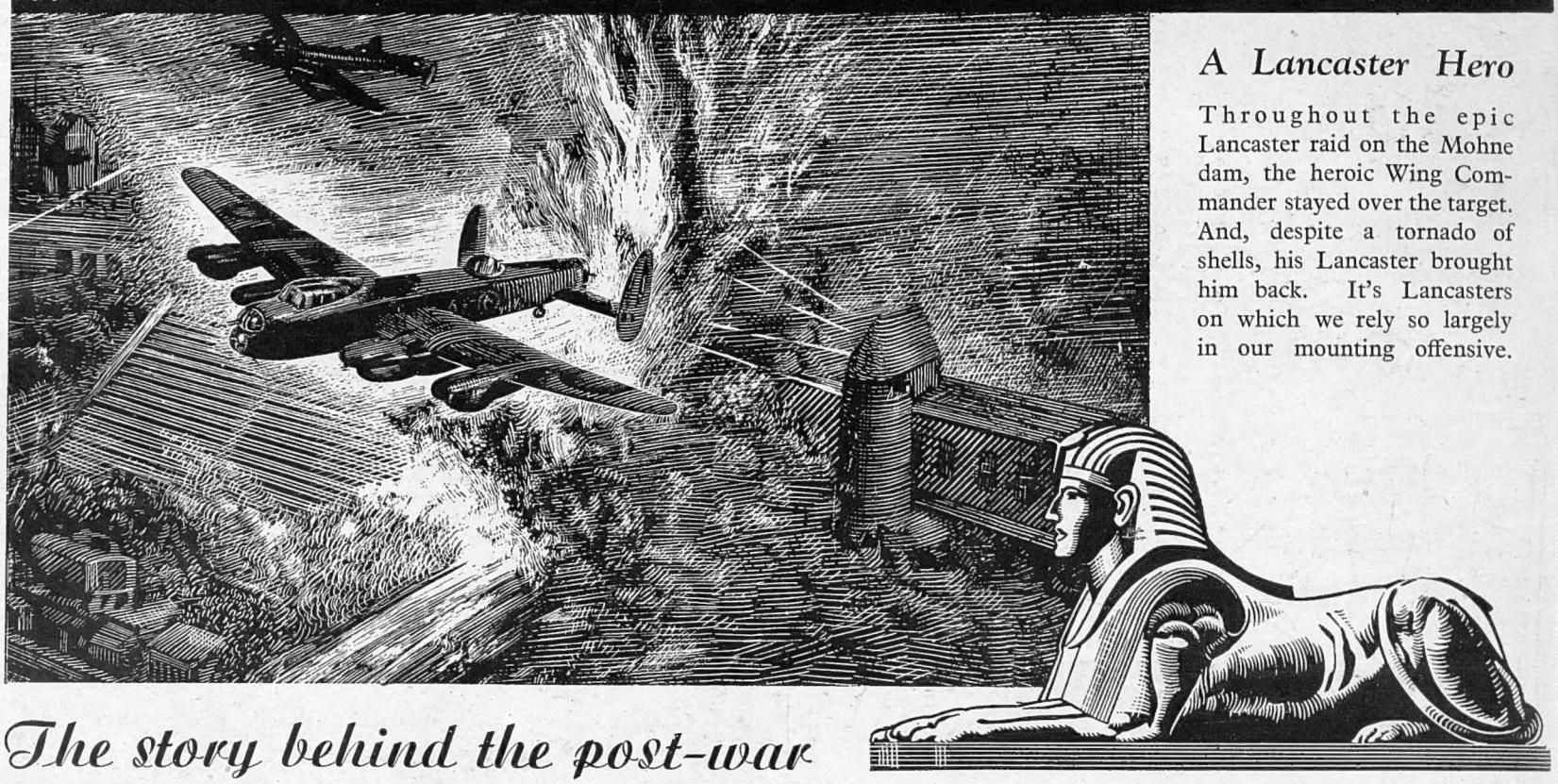

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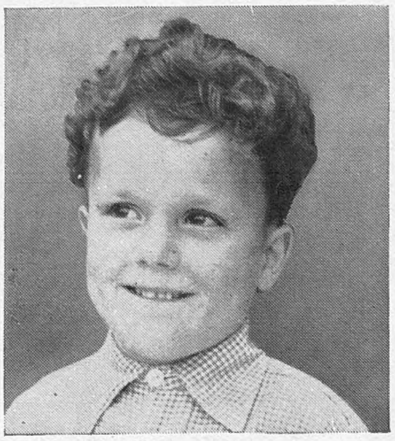

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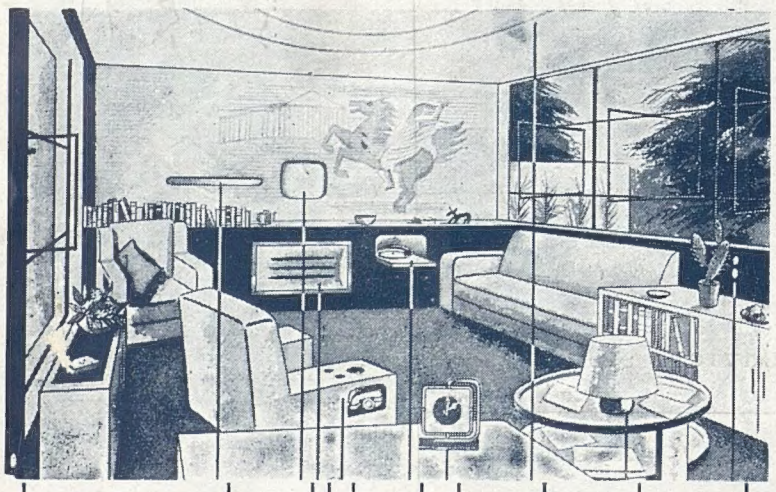

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